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No. 21,513 號叁拾伍百伍仟壹萬式第 日肆廿月伍年卯丁 HONG KONG, THURSDAY, JUNE 23rd, 1927. 肆拜禮 日叁廿月陸年七廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.27	8.00	8.25	9.15	10.09	12.02	1.15	2.37	3.00	4.37	5.43	7.23
Yamati ...Dep.	6.45	—	—	9.24	10.18	12.09	1.31	—	—	4.44	5.50	7.30
Shatin ...Dep.	6.57	—	—	9.36	10.28	12.21	1.34	—	—	4.56	6.02	7.42
Taipei ...Dep.	7.11	—	—	9.49	10.42	12.34	1.47	—	—	5.09	6.16	7.56
TaipeiMarketDep.	7.16	—	—	9.53	10.46	12.38	1.51	—	—	5.15	6.22	7.59
Fanning ...Dep.	7.27	—	—	10.03	10.56	12.48	2.01	—	—	5.23	6.30	8.09
Shamshui ...Dep.	7.38	—	—	10.08	11.00	12.53	2.06	3.14	—	5.28	6.36	8.13
Shamshui ...Arr.	7.38	8.40	9.08	10.14	11.06	12.59	2.12	3.18	3.40	5.34	6.41	8.19
Canton ...Dep.	—	—	—	—	—	—	—	—	—	—	—	—
Canton ...Arr.	—	8.40	9.08	—	—	—	—	—	—	—	—	—

	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.
				0							*
Canton ...Dep.	—	—	—	—	8.05	—	8.40	—	—	3.80	—
Shumshui ...Arr.	7.14	8.01	10.18	10.49	11.08	11.40	3.33	—	5.81	7.15	—
Shumshui ...Dep.	7.21	8.08	10.25	10.54	11.47	3.07	4.04	4.52	5.59	6.24	7.20
Fanning ...Dep.	7.26	8.12	10.29	—	11.51	3.12	4.28	4.56	6.03	—	—
TaipeiMarketDep.	7.38	8.22	10.39	—	12.02	3.23	4.38	5.06	6.13	—	—
Taipei ...Dep.	7.40	8.27	10.43	11.08	12.07	3.26	4.42	5.10	6.16	—	—
Shatin ...Dep.	7.52	8.40	10.56	—	12.20	3.39	4.56	5.23	6.29	—	—
Yamati ...Dep.	8.07	8.53	11.09	—	12.32	3.51	5.08	5.35	6.41	—	—
Kowloon ...Arr.	8.17	8.58	11.14	11.31	11.49	12.39	3.57	5.14	6.41	6.47	7.56

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.
Fanning ...Dep.	7.45	10.15	3.20	6.15
Shatin ...Arr.	8.40	11.10	4.15	7.10

			A.M.	A.M.	P.M.	P.M.
Shataukok	...	Dep.	8.15	9.00	2.00	5.00
Fanning	...	Arr.	7.10	9.55	2.55	5.55

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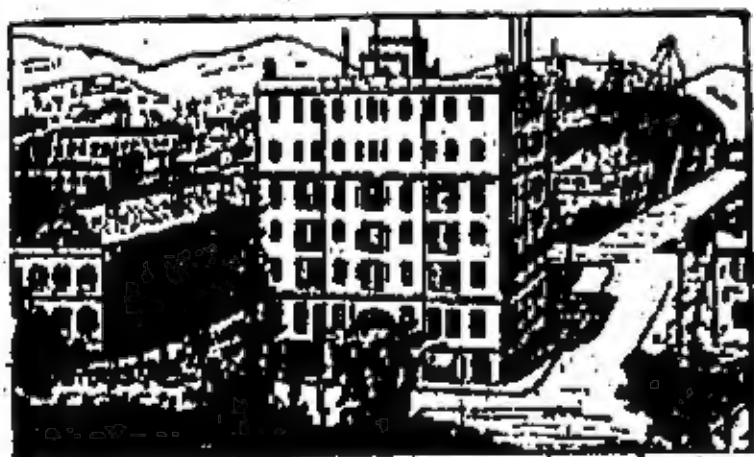
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and Special Care
Taken of TOURISTS.

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GREATER YOKO- HAMA.

NEW AND BIGGER CITY
EVOLVING.

PRINCE CHICHIBU'S
TRIBUTE TO FOREIGNERS.

TOKYO, June 2nd.

Yesterday proved to be a "red
letter" day for once-prostrate Yok-
ohama, for yesterday the city,
forgetting its terrible wounds of
four years ago, paused in the midst
of its work of reconstruction, to
celebrate the extension of the city
limits. The new Yokohama, which
fast is giving promise to be, when
completed, a far better city than
that which went down before the
cataclysm of 1923, has taken in two
new towns and seven adjoining
villages, has extended its size by
nearly four times what it was be-
fore the earthquake and has added
approximately another 150,000 to
its population.

The central and most distinguished
figure of the day's celebrations
was His Imperial Highness Prince
Chichibu, who motored all over
seeing for himself the strides Yok-
ohama has made since the earth-
quake. The Prince paid a high
tribute to the indomitable spirit of
the foreign community, who were
determined to let Yokohama neither
perish nor slide back into a city of
second or third-rate importance.
His Highness signed his name in
the guest-book of the Yokohama
United Club, which has a history
all its own. It was about the only
thing saved from the United Club
and amongst those who have signed
it are the Prince of Wales, Prince
George and Marshal Joffre.

Japan Model City.

The reconstruction of Yokohama
gradually is progressing and efforts
are being made to turn it into the
best city in Japan. Plans have
been made and approved to enlarge
the port by means of a new and
larger "breakwater," to reclaim
several acres of land, to make it
as fireproof as possible and to have
such added attractions that the re-
constructed and enlarged city will
have a bigger population and greater
commercial and industrial
activity. Like so many of the big-
ger cities in Japan, this port of
Japan really owed its former
grandeur to the foreign community,
whose 70 years of residence con-
verted it from a pristine fishing
village on an almost barren bay to
one of the premier ports of the
world. When Yokohama suffered
in 1923 as few cities in the world
ever have suffered, there were grave
doubts as to whether it could be
restored, or whether such was at
all feasible. That doubting period
long since has passed, and Japanese
and foreigners have co-operated to
prove Yokohama's right to a new
and prosperous existence.

Once More The Premier Port.

Whether there were any powerful
elements in the Government that
despaired of Yokohama, following
the 1923 catastrophe, and sought to
abandon her, or whether there were
not, the fact remains that, to-day,
Yokohama is a living institution,
a big city and once again the pre-
mier port of Japan. The city has
been treated by the Central Govern-
ment in a step-motherly manner,
but despite the discriminations and
handicaps to which it has been sub-
jected, it definitely has come back,
proving that living institutions
cannot be abandoned at the whim
of a government. The bluff, the
foreign residential quarter, still
presents a barren scene, as does the
former Settlement, but, comparing
these areas with what they were a
year ago, and bearing in mind the
determination of Yokohama's re-
sidents, both foreign and Japanese,
to restore all work in religious,
educational, hospital, and other
lines, the outlook for the future is
extremely promising.

Yokohama has been sadly handi-
capped for funds. Whatever money
there was, Tokyo first received. If
any crumbs fell from the table,
these were given to Yokohama. In
the main, the merchants and busi-
ness men rehabilitated their own
shops and businesses, although
there was some help forthcoming
from the Government. The city,
however, is a living institution to-
day, and the wonderful recovery it
already has made, together with its
courage in extending its limits both
by land and sea, may be regarded
as the symbol and promise of a
yet greater city that will rise on
the ruins of the old.—North China
Daily News.

BANDIT "KING OF THE MARSHES."

DREADED RUMANIAN
ROBBER.

REAPPEARANCE AFTER TWO
YEARS.

BUCAREST.

Compared with other European
capitals, Bucharest's criminal statis-
tics are small; there are few pro-
fessional burglars and thieves in
the city.

It is otherwise in the country.
The Rumanian bandits have fully
inherited romantic traditions of the
medieval "Knights of the Road."
Forests, swamps and scarcely ac-
cessible mountains are their usual
resorts in spring, summer, and
early autumn. In winter they con-
ceal themselves at the homes of
their friends in some remote villages
and lie low.

As a rule, they do not attack the
local peasants and do their best to
stand well with them. Most often
the bandits appear on a road dis-
guised in a gendarme's uniform.
Travelers and pleasure parties be-
come their easy prey; cars and
coaches are stopped and the oc-
cupants robbed before they realize
that the presumed gendarmes are
robbers in disguise.

Usually no resistance whatever is
opposed, as the bandits are keen
on shooting and profess no esteem
for a human life. They rarely,
however, do any harm to women.
Twenty, the "King of the
Marshes," one of the most feared
bandits, has recently reappeared in
the Rumanian Dobruja after a
two years' absence and has already
made several daring raids.

The police are practically power-
less against him. He always man-
ages to disappear before they
gather a sufficient force to sur-
round the place where he is con-
cealed, and friends are believed to
keep him informed of all the move-
ments of police or troops sent
against him.

WORKERS AS CAPITALISTS.

PROFIT SHARING BY RAIL-
WAY EMPLOYEES.

EXCELLENT EFFECTS ON
INDUSTRY.

Many different profit-sharing
schemes are already in existence in
Britain, but that form of industrial
co-operation adopted by the South-
ern and the London Midland
and Scottish Railways would ap-
pear to be of much more general
applicability, especially in our
larger concerns. Both these rail-
ways have made special arrange-
ments enabling their employees to
become shareholders, and the South-
ern Railway now even allows the
payments for shares to be spread
over eighteen months.

This encouragement of employees
to participate in the capital of the
company which employs them meets
with distinct appreciation—a fact
which accounts for the very large
numbers of workers holding the
stock of some of the great indus-
trial concerns in the United States.
Of course, a very large amount of
capital is already held by the
fifteen million small investors who
are mostly wage-earners in Eng-
land.

Mr. Walter Runciman recently
showed that these are interested in
bodies of a provident character to
the extent of at least £380,000,000,
in addition to the £790,000,000 now
held by them directly in Govern-
ment securities, and apart from
their investments in the houses they
own, in banks, railways, and other
joint-stock companies.

But while the money thus invest-
ed does something to give the
worker a sense of security should
that dreaded "rainy day" ever
arrive, his holding of shares in the
company, which employs him, also
does that, and more. To the extent
of his holding, indeed, he is the
company, and in that proportion,
also, he is "working for himself."
He has therefore an additional in-
terest in his occupation. It is no
longer an impersonal activity yield-
ing wages only. It has now a more
direct claim upon his imagination
and upon his attention. It is be-
cause of these psychological effects
that such forms of industrial co-
operation are to be commended, and
the suggestion that the large cor-
porations of this country are giving
increasing recognition to their
value is of particular interest and
importance.—Westminster Gazette.

DIARY OF EVENTS.

To-day.
H.R.H. Prince of Wales born
1894.
Legislative Council Meeting, 2.30
p.m.
Lawn Tennis League:—"A"
Division: C.R.C. v. M.B.K., 5.15
p.m.
Tea Dances: H.K. Hotel, Hotel
Savoy and Cafe Parisien, 4.30
p.m. and Lee Gardens, 5.30 p.m.
Subscribers list for Subscription
Griffins closes at 5 p.m.
Dinner Dances at Cafe
Restaurant Parisien.
Queen's Theatre: "Held by the
Law."
World Theatre: "Heritage of
the Desert."
Star Theatre: "Prisoners of the
Storm."
Principal Mails:—Inward: Europe
and U.K. via Suez (Macedonia),
Outward: Europe via Siberia
(Patroclus), 5 p.m.; Europe via
Siberia (Macedonia), 5 p.m.

Friday.
Nativity of John the Baptist.
Midsummer Day.
Tea Dances: H.K. Hotel, Hotel
Savoy, King Edward Hotel and
Cafe Parisien, 4.30 p.m.
Entries close for Macao Race
Meeting, 8 p.m.
Dinner Dances at Cafe
Restaurant Parisien.
St. Peter's Y.M.C. Whist Drive,
Cathedral Hall, 8.30 p.m.
Queen's Theatre: "Held by the
Law."
World Theatre: "Heritage of
the Desert."
Star Theatre: "Prisoners of the
Storm."
Principal Mails:—Inward: Europe
via Siberia (Fulda).

Saturday.
5th Extra Race Meeting of Hong
Kong Jockey Club, Happy Valley.
First Ball, 2.45 p.m.
Lawn Tennis League:—"A"
Division: I.C.C.C. v. S.C.A.A.;
I.C.C.C. v. Taihook R.C.; S.C.C.C.
v. K.C.C.; Kowloon Dock R.C. v.
Police R.C. Division II: Taihook
v. C.C.C.; K.C.C. v. S.C.C.C.;
E.P.R.C. v. Club de Recreio; Kow-
loon B.G.C. v. Royal Hong Kong
Yacht Club.

Lawn Tennis League:—"A"
Division: I.R.C. v. U.S.R.C. "B"
Division: H.K.C.C. v. S.C.A.A.;
Club de Recreio v. C.C.C.; U.S.R.C.
v. C.R.C.; Nippon Club v. I.R.C.;
M.B.K. v. University. "C" Divi-
sion: Taihook R.C. v. H.K.C.C.;
R.A.O.C. v. K.B.S.F.P.A.; C.R.C.
v. Club de Recreio; C.C.C. v. Nip-
pon Club; S.C.A.A. v. Netherlands
T.C.

H.K. Baseball League: Filipinas
v. Club de Recreio, Happy Valley
Diamond, 4 p.m.
St. Peter's Y.M.C. Launch
Picnic. Launch leaves Queen's
Pier, 3.30 p.m.
Tea Dances: H.K. Hotel, Hotel
Savoy and Cafe Parisien, 4.30 p.m.,
and Lee Gardens, 5.30 p.m.
Dinner Dances at Cafe Re-
saurant Parisien.
Grand Promenade Concert by
Band, Pipers and Drummers, 1st
Bn., The Camerons, Lee Gar-
dens, (if wet Lee Theatre), 9.30 p.m.
Queen's Theatre: "Held by the
Law."
World Theatre: "Heritage of
the Desert."
Star Theatre: "Prisoners of the
Storm."
Principal Mails:—Outward:
Europe via Marseilles (Mantua),
10.30 a.m.; Europe via Siberia
(Shantung), 2.30 p.m.

Sunday.
2nd Sunday after Trinity.
Golf: Royal Hong Kong Golf
Club v. Army, Fanling.
H.K. Baseball League: Japanese
R.C. v. Tigers (S.C.A.A.), Happy
Valley Diamond, 4 p.m.
Tea Dances: Lee Gardens, 5.30 p.m.
Social Gathering, St. John's
Cathedral Hall, After Evensong
(6 p.m.).
Principal Mails:—Inward: U.S.A.,
Canada, etc. (President Jefferson).
Moula.

Tea Dances: H.K. Hotel, Hotel
Savoy, King Edward Hotel, and
Cafe Parisien, 4.30 p.m.
Dinner Dances at Cafe
Restaurant Parisien.
Principal Mails:—Inward: Canada,
U.S.A., etc. (Empress of Asia).
Tuesday.

Sanitary Board meeting, 4.15
p.m.
Tea Dances: H.K. Hotel, Hotel
Savoy and Cafe Parisien, 4.30 p.m.,
and Lee Gardens, 5.30 p.m.
Dinner Dances at Cafe
Restaurant Parisien.
Principal Mails:—Outward:
Europe via Siberia (Kitano Maru),
10.30 a.m.; Canada and U.S.A.,
etc., Europe via Victoria, B.C. and
via Siberia (President McKinley),
5 p.m.

Wednesday.
6th Ordinary yearly meeting
Hong Kong Amusements, Ltd.,
Queen's Theatre, noon.

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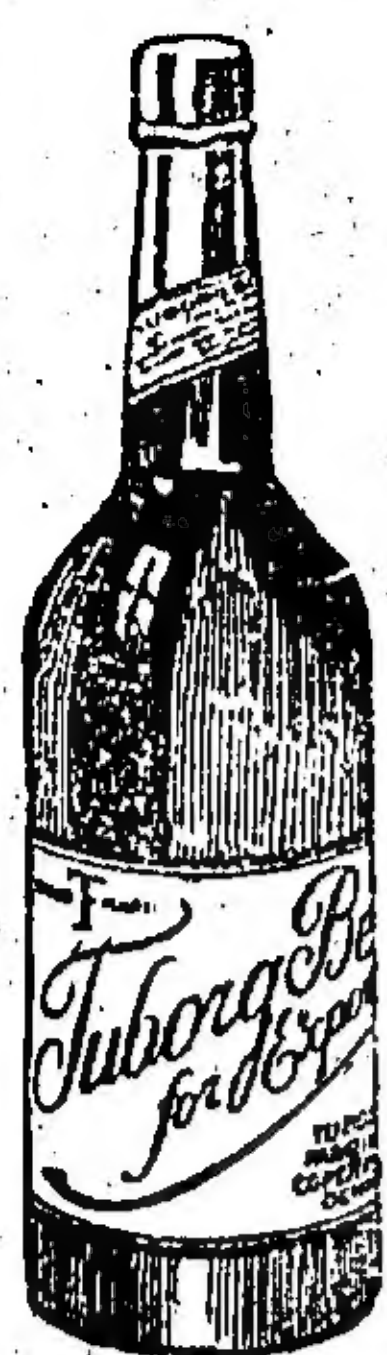
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CHINESE OR RUSSIAN?

REMINISCENCES AND A
MORAL.

THE OLD PENALTY FOR TALK-
ING TO A FOREIGNER.

DEATH BY STRANGULATION.

[BY GENERAL BIRK IAN HAMILTON,
G.C.B.]

On Sunday, Aug. 20, 1900, the Pavlovsky Regiment lay in bivouac upon a space near the Krasnoe Selo-Ropcha-road. Being a rest-day between the manoeuvres by the Grand Duke Nicholas and the Tsar's own Imperial manoeuvres, there was a sort of beano in progress. To the strumming of a dozen balalikas a lumbering giant would slouch into the big circle, do his turn with astonishing lightness, and then, with a bow, fade away.

Suddenly the shouts and laughter redoubled. There spinning and hopping about in the most grotesque fashion, was a Chinaman, clad in the uniform of one of the most famous regiments of the Army. Imagine Mr. Chen dancing the Highland Fling in the glengarry and tartans of a Gordon Highlander and you may begin to get there! Seeing my surprise, the regimental Commander, General Nekrasov, explained that the dancer had accompanied an officer back from Manchuria as his servant, and that this officer, not knowing what else to do with him, enlisted him in the Pavlovsky.

With some complaisance the General added, "Our Pavlovsky Chinaman is a model soldier; he adores his drill; he is never so happy as when his turn comes round for sentry-go; he gets on well with his comrades; his dancing and singing are droll; he does exactly what he is told; we are doing a bigger thing than you might think, for here you see before you the first practical step in our grand Russian scheme for the Russification of China." "Have a care, my General," I replied, "have a care, lest you be taking the first step in the Chinification of Russia!"

The End Of Nekrasov.

Poor Nekrasov! He had first made his name by the fine fight he put up when in command of the 21st Siberian Tirailleurs at the battle of Yantulin in 1905. Next he got the Pavlovsky Regiment; throughout the Great War he continued to do splendidly, and when the Revolution first broke out he was appointed to an important command in South Russia and started off to take it up together with his troops. He and his A.D.C. travelled in a special carriage, with a special engine attached. He was supposed to be following his troops, who adored him, but the Bolsheviks managed to let his carriage run into the station first and he was received on the platform by Chinese executioners instead of by the expected Guard of Honour. The Chinification of Russia had begun.

Nekrasov was a fine fellow, but, like all the Russians I have met—except, perhaps, Kropotkin—he was haunted by a chronic ache for spreading the scope of Russia—for Russifying others. An Englishman does not like to see the foreigner aping his manners and customs. The Bolsheviks, exactly following in the steps of the Grand Dukes, who were not content with their own billions of trees, but pined for the forests of the Valley.

1. Constantinople and an outlet into the Mediterranean;
2. Peking and an outlet into the Pacific;
3. Delhi and an outlet into the Indian Ocean.

And the people who want these things, namely, the whole Russian nation, are the enemies of England—not of the individual Englishman, with whom they get on particularly well, but of the British Empire, which has always, until Hankow, been able to stand foursquare in the path of all their pestilent fallacies.

The Mastodon And The Quicksand.

Turn now to China—the place which the Bolsheviks hope to Russify. Travel north and south as I have done. Inspect, as I have had to do, not only Chinese soldiers, but the Concessions along the middle dividing line of the Yangtze from Hankow to Shanghai, keep your eyes open and then, here and there, one amongst five thousand, you may remark amongst the flat-nosed, featureless crowd a turn of the head, an expression, some vague suggestion of distinction and uplift. These scattered curtains are all that remain of old nations of conquerors who, in their day, have tried to impose themselves upon the Middle Kingdom, on Tien-sha, which means inferior only to heaven. As well might a mastodon try to impose itself upon a quicksand as Russia to impose herself upon China.

(Continued on next column.)

THE KING'S VOICE IN AUSTRALIA.

A B.B.C. POSSIBILITY.

BY THE BEAM SYSTEM.

"Why can't we do it?" is the natural query of every Briton when he hears that the Dutch Colonial Minister has just broadcast an address to his fellow-citizens in the Far East, every word of which was audible in Java and other places. "We can do it," was the reply made by one of the greatest wireless scientists in the world.

"The beam system, which is already working between this country, Canada, and Australia can be used," he said, "for the transmission of speech or music provided that microphones and other additional apparatus are installed. The preparations needed for broadcasting an address to these Dominions by the King, for instance, would not need very many days, and the commercial Morse service would not be interrupted. The thing has been done experimentally, and there is no reason to fear distortion.

"The working carrier-wave of the beam system can be used almost as a trunk line. On it you can superimpose modulations for broadcast purposes. These would be received by sets tuned to their special wave-length and then amplified and re-broadcast from the Dominions wireless stations. The speech would then be heard on crystal sets locally, and on ordinary valve sets at greater distances.

"The British Broadcasting Corporation might, by arrangement, hire the beam just as they now engage a post office trunk-line. The great trouble is the differences in time—nearly 12 hours in the case of Australia and five hours for Canada. South Africa is better, there being only a two-hours difference."

In face of this statement, the question now appears to be, not "Why can't we?" but "Why don't we?"

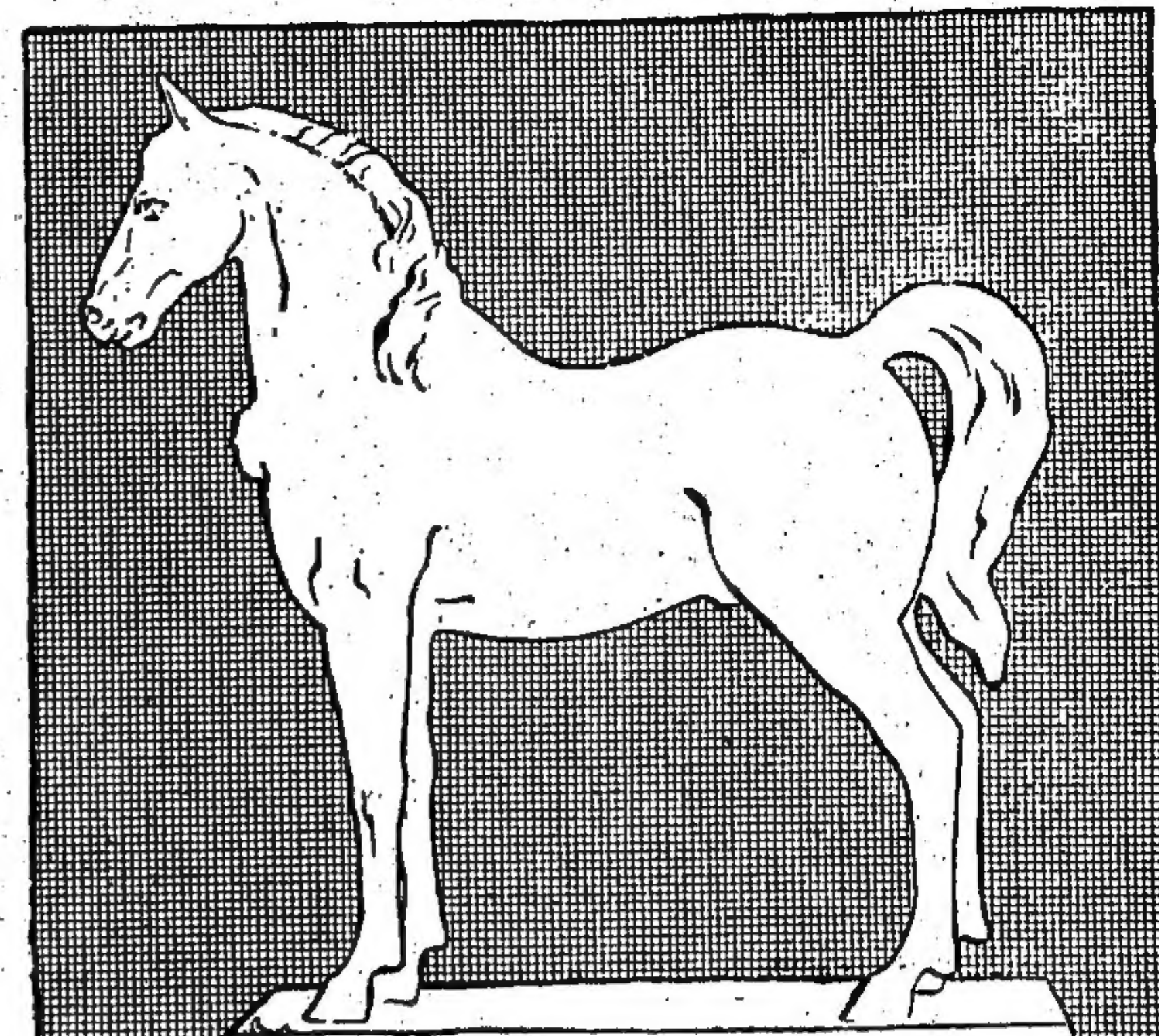
I have sailed the Yellow Sea, not precisely with a mastodon, but with a German missionary. He, poor fellow, had married a Celestial wife, hoping no doubt to create a reinforcement for the Corps of German missionaries. Unfortunately, yellow is a very fast colour; the children were thoroughbred Chinese. No label announced to the world that they had been "made-in-Germany." There was not one trace of Fappa about these queer creatures, who called him father. If Russia steps on to China, our great-grandchildren will be able to say of her *spurious gentils*—vanished without leaving a trace—and in one or two centuries some Yellow Emperor will succeed very appropriately to the throne of Ivan the Terrible.

The Unchanging Chinese

But who minds anything happening a hundred years hence? What does still fairly thrill us is the immediate effect of the control of China by Russia. Our most able guides seem to me just now to keep on writing with bottles of champagne by their sides to keep their spirits up. They are so sanguine. "Chinese nationalism," says Mr. J. L. Garvin, "in the end is bound to repudiate its Bolshevik exploiters." Mr. C. F. G. Masterman says, speaking of the Russians, "I am doubtful of the acceptance by the Chinese in any permanence of such control." In Parliament; in the Press; in lectures by Professors who have lived in the Far East for years, constant references are being made to the new spirit of nationality which is stirring the dry bones of Confucius and making each Chinaman anxious to free his country from the foreigner.

To one who has lived in Chinese houses for weeks on end, and, strange things, listening to queer music, and asking notices, these ideas seem to be founded rather on Western than Far Eastern foundations. The desire to get rid of foreigners by throwing bricks at them is in no sense a new spirit. The old penalty for talking to a foreigner was death by strangulation, as I have ere now been playfully reminded by my hosts. The self-conceit of the Chinese has ever seemed as measureless to the white man as their incapacity to produce a leader. In so far as Nationalism is a vain wish to impose themselves upon others, the Chinese have from time immemorial been as full of it as an egg is of meat. They have not changed; it is we Europeans who, by our very Chinese virtue—by our very longing for peace—have given rise to both Angora and Nanking.

Peace is priceless, no doubt, and yet we have to pay the price. The pride of the Chinese has for years been kept within bounds by luck of officers and by fear of Thomas Atkins—that was all. Now they have got Russian officers, and if these are given time to perfect their organisation and to cover the country with a net-work of Soviets, the Chinese will never shake themselves free. They will simply adopt the Russian system, which means that in course of time the Russians will become Chinese.—Sunday Observer.



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	11,316 tons.	11,174 tons.	11,198 tons.	10,058 tons.
Leave Hong Kong	June 24th	July 22nd	Aug. 28th	Sept. 26th
Arrive Shanghai	" 27th	" 25th	" 29th	Oct. 1st
Leave Shanghai	" 29th	" 27th	" 31st	" 6th
Arrive Tsingtau	July 1st	" 29th	Sept. 2nd	" 10th
Leave Tsingtau	" 1st	" 29th	" 2nd	" 12th
Arrive Weihaioei	" 2nd	" 30th	" 3rd	" 13th
Leave Weihaioei	" 2nd	" 30th	" 3rd	" 14th
Arrive Chefoo	" 3rd	" 31st	" 4th	" 15th
Leave Chefoo	" 3rd	" 31st	" 4th	" 16th
Arrive Taku Bar (for Tientsin & Peking)	July 3rd	Aug. 1st	" 4th	" 16th
Leave Taku Bar	" 6th	" 4th	" 8th	" 19th
Arrive Chingwangtao	" 7th	" 5th	" 9th	" 20th
Leave Chingwangtao	" 7th	" 5th	" 9th	" 21st
Arrive Dairen	" 8th	" 6th	" 10th	" 22nd
Leave Dairen	" 12th	" 9th	" 13th	" 26th
Arrive Taku Bar	" 13th	" 10th	" 14th	" 27th
Leave Taku Bar	" 13th	" 10th	" 14th	" 28th
Arrive Weihaioei	" 14th	" 11th	" 15th	" 29th
Leave Weihaioei	" 15th	" 12th	" 16th	" 30th
Arrive Tsingtau	" 16th	" 13th	" 17th	" 31st
Leave Tsingtau	" 17th	" 14th	" 18th	" 1st
Arrive Shanghai	" 23rd	" 20th	Oct. 1st	" 28th
Leave Shanghai	" 26th	" 23rd	" 4th	" 31st
Arrive Hong Kong	" 26th	" 23rd	" 4th	" 31st

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MADE FROM PURE MANILA HEMP MANUFACTURED BY THE MOST MODERN MACHINERY

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PLIGHT OF BRITISH FARMERS.

THOUSANDS OF CAPITAL LOST.

SIX YEARS OF SLUMP.

BRISTOL.
The story of their losses told me to-day by a large body of the farmers of Gloucestershire, representing every type of agriculturalist, has added impressively to the bulk of evidence of an acute crisis on the land, says a *Daily Mail* correspondent.

Every man who had his certified accounts readily available placed them in my hands. Not one has paid income tax for several years. On the contrary, a few have just received cheques for rebates on income from investments owing to these farming losses.

The position is deplorable. The decline began in this shire, as everywhere else, after the repeal of the Corn Production Act. This was the first fact emphasised by Mr. W. F. Beckett, county chairman of the National Farmers' Union. He said:

"The accounts of my own farm of about 250 acres show a loss in every year since 1921. There are in Gloucestershire plenty of farmers whose head of livestock has increased in number and yet is of much less value owing to depreciation."

The plight of our numerous small holders appears to be hopeless. Many of these men are working 10 to 15 hours a day. They are overworked and breaking down under the strain. Yet they cannot make headway. There is a fairly large number of them who have lost every penny they owned and a big proportion are ex-Servicemen.

Leaving The Land.

To my mind the most serious question is that of the young men. The farmers' sons are leaving the land, and we are unable to give employment to the sons of the labourers because we cannot afford to pay the rate of wages defined by the Wages Commission for lads who are learning their jobs. Therefore there is no reserve of labour in training.

The state of the farmers' affairs is extremely bad, and this branch of the Farmers' Union is getting complaints constantly. Only a fortnight ago we advised one man to file his petition in bankruptcy. The Government is always saying that it has helped us by promoting scientific and mechanical research, but we are totally unable to take advantage of it owing to lack of money.

In the area of my investigations to-day lies one great pedigree stock farm of world-wide fame. It is that of the late Mr. R. W. Hobbs, of Kilmac, Leicestershire, on the Gloucestershire-Oxfordshire border. His son, Mr. C. E. J. Hobbs, had a statement specially prepared for me by a chartered accountant which reveals an appalling story of losses. Since the war the farm has covered 2,500 acres. From 1873 to September 1926 it was carried on by the late Mr. Hobbs and afterwards by his sons as a mixed farm, including pedigree dairy Shorthorns, Oxford Down sheep, and Shire horses. Mr. Hobbs died in 1920. At that time values were at their highest and death duties on an exceptionally high scale had to be paid.

Then came the period of slump in markets which, in the end, resulted in the capital becoming so restricted that the business, which had been turned into a limited liability company, went into voluntary liquidation. In the year ended September 30th, 1926, the valuation was nearly £30,000 and the net loss £17,056. The total loss in that and the four following years, this statement shows, was £49,174. The valuation in the last of this series of years had shrunk to a little more than £26,000, a decrease of over £25,000. Sales in 1921 amounted to £24,000, while in 1925 they were just over £28,000.

Mr. Hobbs told me that, apart from the heavy depreciation, the conditions under which the farm is now carrying on practically preclude profit making. The costs of production are 100 per cent. in advance of pre-war figures, and the prices obtained are less than 50 per cent. more than those figures.

Heavy Wages Bill.

The labour bill in 1913 was £4,577; in 1926 it was £10,502. The land occupied in 1926 was about 25 per cent. in excess of that occupied in 1913, whereas the labour costs had increased by nearly 130 per cent.

Mr. M. S. Penny, of Newent, with a farm of 130 acres, is another example of those whose losses have been caused by depreciation. There are very many of them in Gloucestershire. Mr. Penny is chiefly a milk producer. He went into his farm when values were high in 1920, following the boom year of the war. In his first year he lost about £1,000. He has been farming since on a steadily depreciating capital, and has dropped something like £3,000.

Farms Not Wanted.

A Cotswold farmer informed me that nine years ago he could have bought his farm of 211 acres. He bid up to £24,300 and was runner up.

(Continued on next column).

WOMAN'S AVIATION RECORD.

16,000 FEET ALTITUDE IN LIGHT AEROPLANE.

MRS. ELLIOTT-LYNN'S FEAT.

Mrs. Elliott-Lynn, with the Hon. Lady Bailey as passenger, set up an international record in the new class for light aeroplanes at Hamble, Hampshire, when they reached an altitude of 16,000ft. They set off in an Avro Avian after having flown to Hamble from Stag Lane on Lady Bailey's own machine. The flight on the Avian took longer than was expected, and officials of the Hampshire Aeroplane Club, who acted on behalf of the Royal Aero Club, began to get a little bit worried when the machine did not reappear after two hours. However, a perfect landing was made by the machine after a flight which lasted 2hrs. 33mins. 35secs.

Mrs. Elliott-Lynn's Modesty.

"It was really nothing to make a fuss about," said Mrs. Elliott-Lynn to a Press representative at her home in London last evening. "If my effort is appreciated, I hope it will go to popularising the light aeroplane. I am convinced that the cost of these small planes will be within the means of the ordinary light car owner very soon. I like flying at high altitudes, because should engine trouble develop I have a greater space to come down in, not that there was any likelihood of that."

My Avro Avian was lent me by Mr. A. V. Roe, and behaved splendidly. I am so in love with it that I have given an order to have one of my own. I had a Mark II, Cirrus engine in the aeroplane. The altograph which Lady Bailey carried registered 16,000 feet, but I think when it is corrected, that is to say, when temperature and pressure have been allowed for, it will be found that I reached an altitude of 17,000 feet.

"With the type of light plane I was piloting it will be possible to do non-stop journeys of 1,500 miles—imagine what a boon that would prove to a business man. He would be able to travel to the farthest points of Europe in a few hours."

Mrs. Elliott-Lynn is probably the leading woman aviator in England. Towards the end of last year she threatened to give up flying as a protest against what she termed "the jealous and malicious treatment of women pilots by club officials and men pilots," but she later took up a position as instructor at a Brooklands flying school. She was the first woman to obtain a "B" licence, which permits pilots to carry passengers for money, and which until then had been forbidden to women by a rule of the International Convention.

to a buyer at £250 more. "To-day," he said, "I have lost all that capital and have a bank overdraft. Mine is a case of hard cash lost irretrievably."

So I could go on with this tale of losses on all sizes and classes of Gloucestershire farms, but space forbids.

FARMERS' STORIES.

"Fighting To Keep Out Of Bankruptcy Court."

Writing from a farm near Kidderminster, on the borders of Worcestershire and Staffordshire, a farmer's daughter tells this story:

I am one of a family in great disappointment and distress, for we are in bankruptcy. The creditors' meeting was only this week. Father took the farm in March 1917. He is now 65 years of age and has three daughters.

We have toiled at every conceivable part of farming, from inside the house to every job to be done on the land and tending animals in sickness and health, winning prizes for butter-making, grain and roots, and poultry dressing. We were taught to bake. We have decked ourselves all luxuries in the shape of fashionable clothing and pleasures. Holidays have been out of the question, and even one of my sisters has sacrificed money left to her to try and carry on. But as a ship in distress, all the lifelines have been sent out and down we have gone.

Foreign Competition.

When we have our rate-papers they must be paid by a certain day or proceedings will be taken. So with income tax (if we have any), the same with our rent. Yet when we try to make our crops pay to find the necessary money we have to accept that which we are offered. We find the foreigner has flooded our markets and we cannot sell.

We are heartbroken with disappointment and loss, and anyone will tell you in the district that this is the truth.

Already families we know have had to sell up and have gone to the Dominions from just around here all hardworking people. We have liked to have enjoyed the harvest of our labours instead of ending as it is now doing in a bankruptcy court.

I still hope your appeal to the nation will have effect, though it will not come in time enough to save us as we shall be sold up in a fortnight's time.

GOLF.

ANOTHER U.S. CHAMPIONSHIP.

[REUTER'S AMERICAN SERVICE.]

SHAWNEE ON DELAWARE, June 22nd.

Johnny Farrell, professional of the Mamaroneck Club, has won the Shawnee Open Golf Tournament with a score of 278.

Tommy Armour is well down the list with 312.

CANADIAN TOURNAMENT.

[THROUGH REUTER'S AGENCY.]

MONTREAL, June 22nd. The Canadian Golf Association's Tournament of 72 holes, half of which are to be played at Toronto on Saturday, ended here on Tuesday.

Arthur Havers, of the British International Team, took 296; Dave Black (Vancouver) 297; Andrew Kay (Toronto) 298.

Other British Internationalists, Charles Whitcombe 301; Ted Ray and George Gadd 302.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JUNE 22ND, 1927.

R.K. Bank	.....\$1,065/70 ea.
Do., London	.....£117 nom.
Chartered Bank	.....£220 nom.
Mercantile Bank & B.	.....£230 nom.
Do., C.	.....£213 nom.
P. & O. Bank	.....£29 buy.
East Asia Bank	.....£35 nom.
Canlon Insurance	.....£320 sel.
China Underwriters	.....£350 nom.
North China Ins.	.....£143 buy.
Union Insurance	.....£23 nom.
Yangtze Insurance	.....£40 nom.
China Fire Insurance	.....£210 buy.
Hong Kong Fire Ins.	.....£600 nom.
Donglees	.....£314 buy.
Steamboats	.....£22 sel.
Hong Kong Tugs	.....£110 nom.
Indo-China (F&I)	.....£30 sel.
Do. (Def.)	.....£30 sel.
Shell Transport	.....£37 nom.
Suez Canal	.....£324 nom.
Waterboats	.....£15.80 buy.
China Sugars	.....£13 sel.
Malayan Sugars	.....£31 nom.
Benguet	.....£170 buy.
Kailan Mining Ad.	.....40/ buy.
Langkai (combined)	.....£204 nom.
S'wai (single)	.....£9 nom.
S'wai Explorations	.....£3 nom.
Shanghai Loans	.....£14 nom.
Banque	.....£4 nom.
Tonghai Mines	.....£9/3 nom.
Ural Caspian	.....£5/ nom.
H.K. & K. Wharfe	.....£108 buy, 108 3/4 ea.
H.K. & W. Docks	.....£38 nom.
Hongkong	.....£142 buy.
New Engineering	.....£14 nom.
Shanghai Docks	.....£107 buy.
H.K. & S. Hotels	.....£6.90 sel.
H.K. Bonds	.....£55 buy, 55 1/2 sel. & ea.
Hong Kong Realty	.....£14 sel. & ea.
H.K. Tramways	.....£14 sel.
Humphreys Estate	.....£124 sel.
Princes' Buildings	.....£88 nom.
Rural Lands	.....£14 nom.
Euro Cottons	.....£14.75 sel.
Oriental	.....£2.10 nom.
Shanghai Cottons (old)	.....£2.52 buy.
Do. (new)	.....£2.26 buy.
China Buses	.....£7 buy.
H.K. Tramways	.....£20 buy, 20.80 sel.
Peak Tram (old)	.....£15 sel.
Do. (new)	.....£10/8 buy.
Singapore Traction	.....£11 nom.
Taxis	.....£204 nom.
Amusements	.....£204 nom.
Caution fees	.....£5 nom.
Cements (combined)	.....£7.35 nom.
Do. (old)	.....£6.50 nom.
Do. (new)	.....£1 sel.
China Lights (comb.)	.....£14.20 sel.
Do. (old)	.....£108 nom.
Do. (new)	.....£74 nom.
China Provident	.....£4 buy.
Constructions	.....£2.30 nom.
Dairy Farms	.....£15 sel.
Der A. Wings	.....£6 nom.
H.K. Electric	.....£52 buy.
Macao Electric	.....£35 buy.
H.K. Ropes (old)	.....£10 nom.
Do. (new)	.....£5 nom.
Lease Crawford	.....£7 sel.
Mackintosh	.....£194 nom.
Banco	.....£4 nom.
United Assurance	.....£30 nom.
Watsons (old)	.....£114 buy.
Wm. Powell	.....£6 nom.
Telephones	.....£370 nom.
buy—buyers; sel.—sellers; ea.—sales nom.—unit.	

EXCHANGE.

CLOSING QUOTATIONS.

JUNE 22ND, 1927.

On LONDON.—	
Telegraphic Transfer	.....1/11 1/2
Bank Bills, on demand	.....1/11 1/2 1/2
Bank Bills, at 30 days' sight	.....
Bank Bills, at 4 months' sight	.....
Bank Bills, at 6 months' sight	.....
Credit, at 4 months' sight	.....2/0 1/2
Credit, at 6 months' sight	.....2/0 1/2
Documentary Bills, 4 months' sight	.....2/1 1/2
On PARIS.—	
Bank Bills, on demand	.....1,235
Credit, 4 months' sight	.....1,310
On NEW YORK.—	
Bank Bills, on demand	.....493
Credit, at 30 days' sight	.....50
On BOMBAY.—	
Telegraphic Transfer	.....133 1/2
Bank Bills, on demand	.....133 1/2
On CALCUTTA.—	
Telegraphic Transfer	.....133 1/2
Bank Bills, on demand	.....133 1/2
On SHANGHAI.—	
Bank Bills, at sight	.....nom.
Private, 30 days' sight	.....nom.
On YOKOHAMA.—	
On demand	.....102 1/2
On MANILA.—	
On demand	.....97 1/2
On SINGAPORE.—	
On demand	.....82 1/2
On BATAVIA.—	
On demand	.....124 1/2
On RANGOON.—	
On demand	.....nom.
On BANGKOK.—	
On demand	.....93 1/2
SOVEREIGN, Bank's Buying Rate	.....\$9.70
Gold Lbar, 100 fine, per tael	.....
Bank Bills, per cent.	.....36

QUEEN'S

HELD by the LAW

WORLD HERITAGE OF THE DESERT STAR PRISONERS OF THE STORM

A physician writes in the "Medical Press and Circular":
"Sanatogen has an immediate and remarkable effect shown by a steady increase of strength and energy."



Hullo!
What's the trouble—Nerves?

"Now really, is there anything to cry about?"

"Oh, I feel so unhappy."

"Yes, so I see. But crying without any real cause can only mean one thing: Nerves. You should try Sanatogen for a few weeks. It will brace you up wonderfully and once your nerves and blood are right you will feel yourself again—more disposed to laugh than to cry. And it will give you new appetite too, and bring colour to your cheeks. It has done that very thing for me."

Sanatogen infuses into the cells of blood and nerves exactly those elements—phosphorus and albumin—from which bodily health and nerve-strength are derived. Over 24,000 physicians have written enthusiastic letters about the success they obtained with Sanatogen.

SANATOGEN

The True Tonic-Food
When you feel nervous or run-down, take Sanatogen for a few weeks and feel the difference in your own health.

Obtainable at all chemists and stores.

THE HOME SECRETARY.

AN APPRECIATION.

A big-minded, large-hearted man, about whom there are no little meannesses. Such is Sir William Joynton-Hicks, M.P., Secretary of State for Home Affairs.

For all his pugnacity—a political asset of no little value—he has never made any real enemies in public life. This is because he is a man whose motives are transparently sincere and honest; one who, believing that a thing is right, fearlessly champions it. "Jix" always "plays the game" and, though he hits hard, sees to it that his blows land high, hence the respect in which he is held in the Commons.

Almost Quaker-like in his views on matters of religion and temperance, his character is one of unusual simplicity, yet he is strong in his opinions and emphatic in expression of them. At times the manner of expression may seem to be impetuous, but it is never petulant. The House always listens with interest to the Home Secretary; it is only rarely that opponents venture to cross swords with him.

At the table of the House he makes an imposing figure. Tall and well groomed, arrayed in the orthodox Parliamentary garb of the now almost obsolete frockcoat, he stands foursquare to the Opposition benches, and fearlessly hits out (Continued on next column).

SHANGHAI DIVIDEND.

DOCK AND ENGINEERING COMPANY.

Messrs. Carroll Bros. are in receipt of a telegram from their Shanghai Agents advising that the Shanghai Dock and Engineering Co., Ltd., have declared a dividend of £1s. 6d. for the year.

when occasion demands. He is one of the best of speakers; his sentences are clear cut; his arguments carefully marshalled and presented with lawyer-like precision. Rarely, if ever, is he "bowed out" or caught napping by opponents. He is always sure of his facts.

Country First.
A 100 per cent. Briton is the Home Secretary. His fellow-countrymen can advocate Communism if it pleases them to do so, but bring no law to say them nay—but from the moment he assumed his present office he was determined to grant no foreigner the privilege of doing so, or of stirring up strife in the industrial world. With him it is not only a question of grappling with the intrigues from abroad; it is also a matter of preventing the out-of-work foreigners coming here to oust a British worker from his job. He stands for the unemployed before shedding tears over the plight of the alien. "In cases of doubt," he recently told the House of Commons, "this country must come first," and there was no mistaking the tone in which he said it.

Summer Underwear



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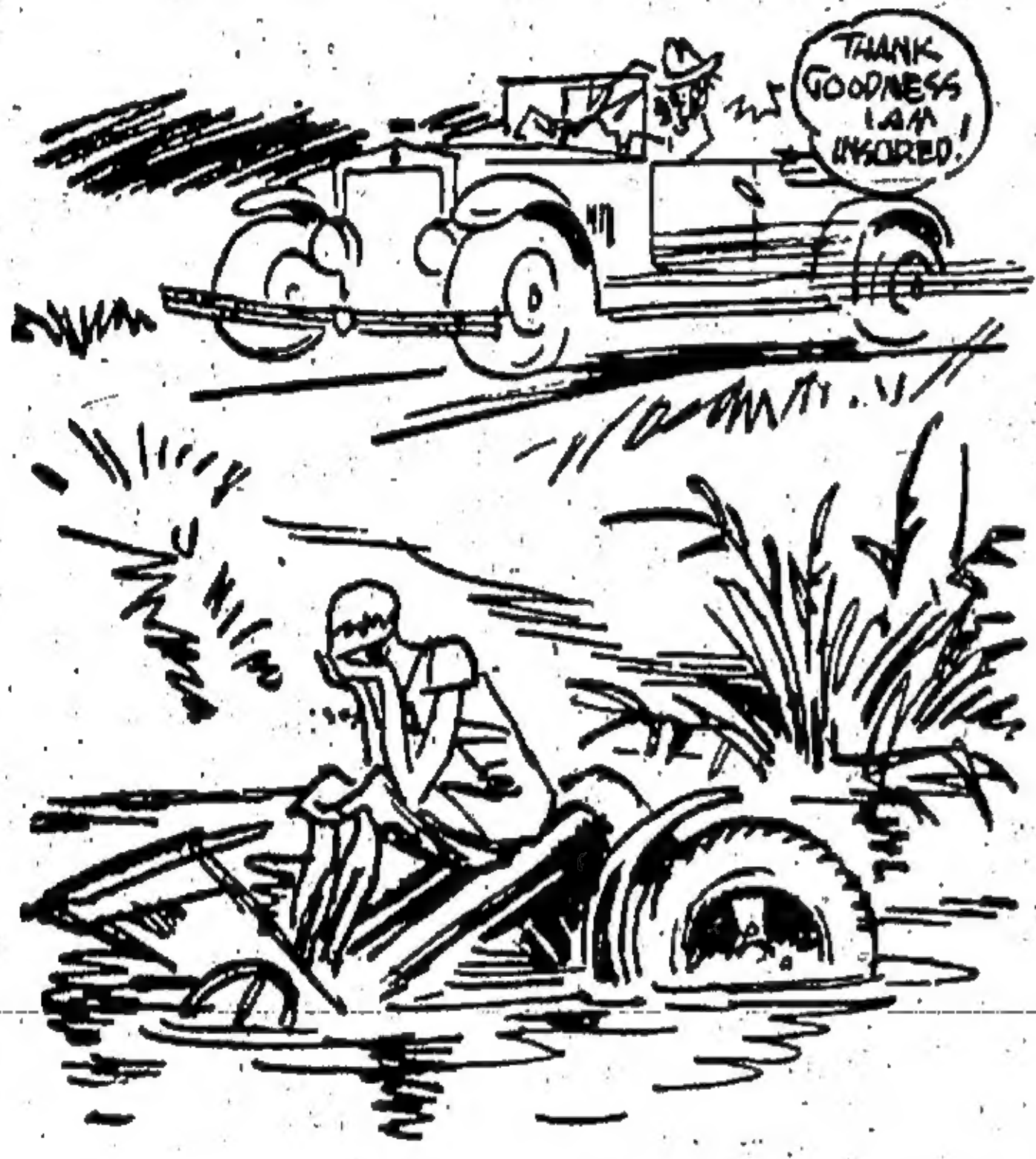
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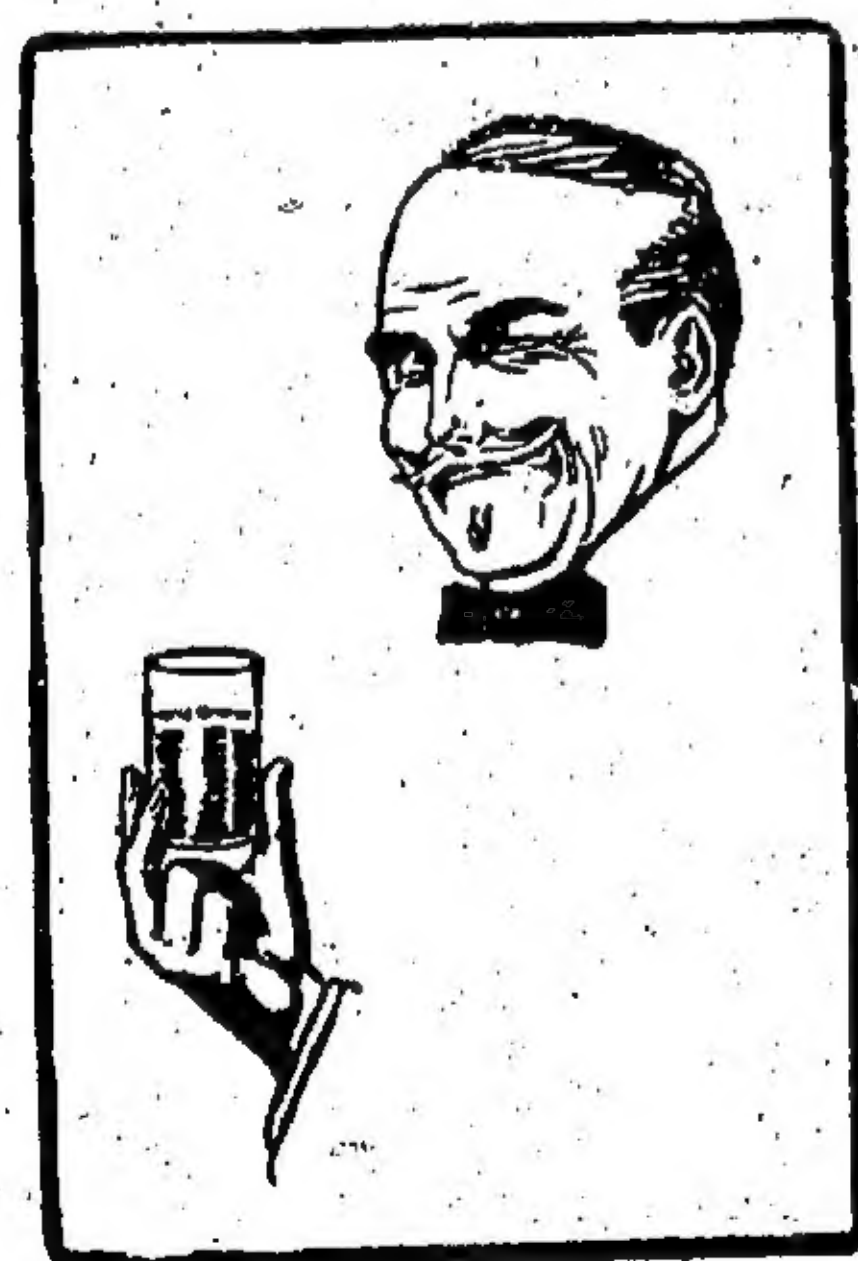
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JUNK PIRATES SENTENCED.

BLAME PUT ON AN ABSENT PERSON.

JUDGE AGREES WITH VERDICT.

The sequel to the theft of a junk at San Mei, in Chinese waters (between Swatow and Hong Kong) took place at the Criminal Sessions yesterday, when four Chinese appeared before the acting Chief Justice (Mr. Justice J. R. Wood) and a jury, charged with possession of a junk at Cheung Chau (Dumbell Island) on May 12th, knowing it to have been stolen outside the Colony, on May 10th.

All the prisoners pleaded "not guilty." Mr. H. K. Holmes (Crown Solicitor) appeared to prosecute for the Crown, and in opening the case referred to the section of the ordinance under which the men were charged, which is to the effect that every person, who, without lawful excuse, receives or has in his possession in the Colony any property stolen outside the Colony, knowing such property to have been stolen, shall be liable to a penalty.

Although, generally speaking, the Colony was not concerned with offences committed outside its boundaries, the law provided for possession of property stolen outside to prevent Hong Kong from becoming a repository for stolen property.

The junk, with some 70 pieces of charcoal, was lying at a place between Hong Kong and Swatow on May 10th there being on board the master, and three other men.

On that night, the master with another slept on deck, and the remaining two slept in the hold. The master and his companion were aroused by a party of men who wore cloths over their faces, and they were forced to join the other two men of the crew in the hold after which the hatch was dropped into place.

They remained in the hold until about three o'clock in the morning when they were called on deck, put in a small boat, and cast adrift. Before leaving, the master asked to be allowed to take some account books with him, and this he was permitted to do.

The crew were eventually picked up by a fishing junk which took them to San Mei, where they received information which caused them to come to Hong Kong. In the meantime, the Hong Kong Police as the result of enquiries boarded the junk at Cheung Chau where the four prisoners were arrested.

Prisoners' Denials.

When charged at the Police Station, the prisoners all denied complicity in the theft of the junk, and said they knew nothing about the craft having been stolen. They stated that they were engaged by a man named Yung Pong, the master, who had disappeared. At the time they were arrested Yung Pong was ashore at Cheung Chau attempting to sell the cargo of charcoal.

The Crown Solicitor stated that the police had made every effort to trace this man, but had failed to do so.

At the Magistrate's first prisoner made a statement in which he said he was engaged by Yung Pong, who asked him to engage another three. Seeing men on the junk which was pointed out to him, prisoner said there was already a crew on board but Yung Pong replied they were passengers. The prisoner engaged the three other prisoners and when they went on board Yung Pong ordered two men who were sleeping on deck to go below which they did willingly. Later four men in the hold were put ashore and took some books with them.

All four men made other statements which were substantially the same, except for one made by the first prisoner in which he said when the four men were put in a small boat near Ping Hoi he realised that Yung Pong had pirated the boat. He told Yung Pong he could not help him. Yung Pong told (Continued on next column.)

CORRESPONDENCE.

CHINESE EDUCATED ABROAD.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—The article by Sir Sidney Low in the *Daily Mail*, which is reproduced in your issue to-day shows that this gallant knight knows very little about the real state of affairs in China. He based his information entirely from the recent speech of Sir Auckland Geddes whom the *Westminster Gazette* characterized as a "politician without consequence" or words to that effect.

Chinese students educated in the United States are not *ipso facto* anti-British, and contrary to what Sir Sidney said, the Universities in the Eastern States have more Chinese students than those in the Middle West. If some Chinese are hostile to Britain, it is not due to their education but to other reasons. No one would charge Mr. Wellington Koo with anti-British tendency although he received his training in the United States.

On the other hand, Chinese officials who are to a certain extent considered to harbour hostile feelings towards England are Mr. Eugene Chen and Mr. C. C. Wu, neither of whom studied in the Middle West but acquired their education in London, England. Enclosing my card, I am, etc.

F. K. W.

JAPANESE ON THE MODERN GIRL.

FINDS HER QUITE HOPELESS.

TOKYO.

Forty years hence, when the flapper of to-day looks back upon her youthful folly, she will be most remorseful, in the opinion of Dr. Inazo Nitobe, the Japanese author, who has just returned to Japan after serving for three years as the representative of his country in the secretariat of the League of Nations. The "modern girl," as Dr. Nitobe views her, is, he says, "an attitude of mind," best shown in the misuse of words. "They take shelter under an approved vocabulary to suit their own convenience."

He illustrates by quoting an American girl's approval of the growing divorce rate as a proof of the liberation of womenkind.

Surely she could not mean that American girls are forced into marriage from which they can be "liberated." America is the last place where a girl may be married against her will. That girl and I use different vocabularies. To her liberty means licence; service means serving oneself or the pander to pleasure; sacrifice means the sacrifice of others for oneself.

Next to their wrong use of words is their mistaken idea of personality. It is generally accepted that the development of personality is the highest aim of the individual. The modern girl looks upon this truth as the indulging of the satisfaction of one's senses without regard for the welfare of others.

him to keep quiet and offered to give him \$10.

When asked at the Supreme Court yesterday if they had anything to say in reply to the charge, prisoners all denied complicity in the theft, and made similar statements to those previously given to the Police and at the Magistrate's. They each stated they were engaged by Yung Pong as members of the crew.

The jury, after a brief retirement, found Nos. 1, 3 and 4 prisoners "guilty," and No. 2 prisoner "not guilty." This man was stated to be 17 years of age, while the others were many years older. No. 2 prisoner was accordingly discharged.

In sentencing the other three prisoners, His Lordship said that he thought the verdict was a correct one, and that the three prisoners belonged to a band that planned to attack this jury on May 10th at San Mei, and were about to dispose of the cargo at Cheung Chau when they were found.

His Lordship sentenced the three men to five years' hard labour. After pronouncing sentence, His Lordship commented to the jury that the verdict they had arrived at was an entirely right one.

DOCTOR AND SIKH POLICEMAN.

COUNTER ALLEGATIONS OF ASSAULT.

DEFENDANT FINED \$100.

A case in which there was a good deal of conflicting evidence came before Mr. R. E. Lindsell at the Central Magistracy yesterday morning, when Dr. Alexander Cannon, one of the Government doctors, summoned an Indian traffic constable with assault in Morrison Gap Road on Monday last, about 7.45 p.m.

Giving evidence, Dr. Cannon said that he was proceeding in his Austin car from Happy Valley towards Wanchai. The light on Stubbs Road corner was against him all the way, and he had to pull up ten yards short of the corner of Stubbs Road.

At the moment the doctor saw no car coming the other way, but presently three cars appeared from the Wanchai direction and proceeded on to Stubbs Road. The doctor sounded his horn to make his presence known, but the light was still against him. He shouted at the Indian constable, "How much longer do you want me to stay here?" The Indian shouted something at the witness in a strange tongue.

When the light was turned to green, the doctor was unable to start his car. The constable then shouted a great deal more in a strange tongue, and the doctor alighted from his car and approaching the constable asked, "What do you want, shouting at me?" To this he received another volley of the same strange language, and the doctor said that the constable was evidently in a furious temper.

Glasses Broken.

He asked for the constable's number, but not getting it he approached the man in order to ascertain it for himself. He was then struck on the left side of the face, apparently with an open hand. His spectacles were smashed, and the Indian trampled on them so that they were utterly ruined. The doctor bent down to try and retrieve his glasses, and he was then struck a blow across the back with a truncheon.

Witness said he did not retaliate at all. He managed to get a glimpse of the constable's number and proceeded to the No. 2 Police Station to make a report. He felt that the man was rather dangerous at the time.

Cross-Examination Amenities.

Mr. C. A. S. Russ, who appeared for the Indian constable, cross-examined Dr. Cannon, who said that he took the trouble to obtain the Indian's number because police authorities would require it, when he went to the Station to make a report of the matter.

Mr. Russ: Have you not sent in a lot of complaints about traffic policemen?

Dr. Cannon denied that he had sent in a lot of complaints, but said that he had mentioned several matters to the Traffic Sergeant.

Mr. Lindsell: I am not surprised if he has.

Mr. Russ: Were you not irritated when you could not start your car?

Dr. Cannon: It is one thing to have a temper and another thing not to be able to keep it.

Mr. Russ commented that the defendant did not stop the car unduly long. He saw two cars approaching from Wanchai Road and another two from Stubbs Road. The complainant after shouting at him rushed to him, tore the trap off his shoulder and struck him.

Mr. Russ (to witness): You were not annoyed at all; can you suggest why the Indian should be annoyed?

Witness: I cannot.

You cannot understand Hindustani—how do you know the man was annoyed?—I have heard Hindustani spoken in the jail, and could make out that this man was speaking in an absolutely different tone.

The doctor also said that he did not lose his temper, adding that only people with little work could afford to do that.

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INDIAN GUARD'S LONG SWIM.

WHY LOWER GRILLES WERE NOT UNLOCKED.

Mr. Russ: I know a lot of Harley Street specialists who are cantankerous.

Dr. Cannon: And I know a number who have not much to do. You will find that even amongst lawyers only those with little work do to lose their tempers.

There was further argument between Mr. Russ and witness, and then Mr. Russ said the constable had been in the Force five years and bore an excellent character. He had been specially trained as a traffic policeman, a department into which the Police put their best men. He had passed with a percentage of 70.5.

The defence was that the doctor asked the policeman to come to the car, and when he refused rushed at him without saying a word, took hold of him by the shoulder and wrenched his shoulder strap off. It was hard to believe that an Indian constable would strike a European. He (counsel) had never heard of it happening, and he had been here some years. Even when there was any trouble with sailors outside bars, the Indian police either called a European or kept out of the way. They certainly never struck the Europeans, whoever they were.

Defendant's Version.

The Indian policeman said that there were two cars coming from Wanchai and at the same time two coming from Stubbs Road. Then he noticed the doctor's car coming up from Happy Valley. He let the two cars from Wanchai pass first, and then let the Stubbs Road cars pass. Then the signal was turned in favour of the doctor's car.

After that, went on defendant, the doctor beckoned to him with his hand and called: "Come here!" He did not go, so the doctor drove his car to the post, got out, pulled him by his shoulder strap and again said: "Come here," taking him to the side of the car. The Indian tried to ward the European off, but did not know whether he knocked his glasses to the ground. Witness denied striking the doctor with his truncheon.

The policeman admitted that he became excited whilst this was happening and kept calling out to the doctor: "Don't you touch me!" He got excited because the doctor gave him a blow on the shoulder.

A Good Character.

Mr. P. P. J. Wodehouse said that he considered the policeman's character a very good one. He had been commended for bravery.

Inspector James said that he was on duty at No. 2 Station when Dr. Cannon made his complaint, and sent a European sergeant out to watch the Indian at work and to see whether he was sober or not. The policeman was relieved at 3 p.m., and on his return to the station emphatically denied all that the doctor had asserted. The shoulder strap was detached when the man returned to the station but the shirt was not torn. The button had unquestionably been broken off, and not cut. The policeman was perfectly sober when he reached the station.

Mr. Lindsell: Defendant must be convicted. In view of his previous character, I will not send him to gaol. I will find him \$100.

The enquiry into the death of Chief Officer Martin and others as a result of the collision between the s.s. *Leung Kwong* and the steam launch *Moonshine* at Capsimum Pass on May 9th, was continued at the Central Magistracy yesterday. Mr. R. E. Lindsell sat as Coroner, with a special jury comprising Messrs. F. C. Hall (foreman), W. Logan and J. E. Joseph. The Harbour Master (Lieut. Comdr. G. F. Hole, R.N.) was also on the Bench.

Mr. T. G. Bennett is appearing for the owners, coxswain, and crew of the *Moonshine*; Mr. G. K. Hall Brutton for Captain Wilson of the *Leung Kwong*, and also for Mrs. Martin, widow of Mr. F. E. A. Martin, who was drowned; and Mr. G. S. Hugh Jones for the owners of the *Leung Kwong*.

Yesterday evidence was taken from another Indian guard and the pilot of the *Leung Kwong*. Fazal Khan, the guard, said that after the *Leung Kwong* had left Hong Kong at 8.30 p.m., he was on duty. His post was on the upper deck above the grilles, with the No. 1 guard. After the collision he and the No. 1 guard rushed to open the upper deck grille and when this was done passengers came rushing out.

He did not see the Captain at the time of the collision, but Chief Officer Martin came up and ordered him to lower a boat which he did. While they were untying the boat the upper deck became flooded. The lower deck grilles were still locked and the swarm of passengers from the upper deck prevented him from going down to the lower deck to open the grilles.

He further stated that he swam ashore to the left side of the channel. It was nearer than the other side, but it took him one and half an hour to reach safety.

Lo Tai, who had been No. 1 pilot on the *Leung Kwong* for over 5 years, said in evidence that at the time of the collision he and the Chief Officer were in charge of the bridge. When they passed the south end of the channel, they were about 200 feet from the *White Light*. He could also see the Red or Ma Wan Light. The first sign of the approaching vessel was her white and green lights. She appeared to be in the bay on his side of the Red Light, and could not have been more than 200 feet away from the Red Light. The *Leung Kwong* was heading straight up the channel towards the Red Light. The approaching vessel did not seem to have turned and appeared to be stationary. The *Leung Kwong* kept on her course and could see the starboard light of the vessel ahead. The Chief Officer requested him to sound his siren, and he gave it two blasts. There was no response. Another two blasts were then sounded, which brought a reply from the on-coming vessel. The indication of the two blasts was that the two steamers should pass each other on the starboard side, or green light to green light. At this stage the enquiry was again adjourned, until this morning, at 11.30.

CANTON RUMOURS.

GOVERNMENT TAKING
NO CHANCES.

ALL POINTS WELL GUARDED.

MONEY FOR THE STRIKERS.

[FROM OUR CHINESE CORRESPONDENT.]

There are many rumours floating around Canton these days which tend to create a certain amount of anxiety among the public. One is to the effect that the followers of General Tang Seng Chi, the head militarist of the Hankow faction, will attack the supporters of Chiang Kai Shek. Such talk has been heard ever since the split in the Kuomintang party and it probably means nothing, but the Canton Government officials are leaving nothing to chance and all important points in the City and the various entrances are well guarded. There is also a rumour that the "Prince" clique, by which name the friends of Mr. Sun Fo are known, are supporting Hankow and are objecting to the anti-Japanese movement. On Monday a number of students, who were found destroying anti-Japanese posters, were taken into custody by the Police.

Failing in their attempt to persuade the merchants voluntarily to contribute the \$3,500,000 required for the disbandment of the strikers' organisation, the Kuomintang Ministry of Finance are to collect the money by force. Those who refuse to pay may be fined or imprisoned.

The \$4,000,000 worth of Central Bank of China (Kuomintang) notes issued by Mr. T. V. Soong, then Managing-Director for the Provinces of Kwangsi, Hunan and Kiangsi will no longer be regarded as legal tender or redeemable in the head office of the Bank in Canton.

According to a recent ruling of the Police, persons buying a business in Canton are not now compelled to employ the workers formerly attached to the premises. The other day the Police ejected from the Western Hotel all the former employees who had refused to vacate the place to make room for the employees of the new proprietors. The old employees had occupied the building for several months, making the transfer of the business impossible.

When the judicial system in Canton was modified some months ago, a limited jury or a sort of assessorship was introduced, thus enabling the public to be represented to a certain extent in criminal and civil trials. The brother-in-law of Mr. Hu Han Min, a former Canton Governor, who has taken charge of the law courts in Canton, is, however, not in favour of the system and wishes to abolish it. The merchants, through the General Chamber of Commerce, are asking that the system may be maintained.

The present Canton regime is not at all anxious to see a seamen's strike and would have intervened had anything occurred recently. Now, the seamen have decided not to take action before the 25th of June, when they are to have a conference of delegates from a number of South and East China ports. The Canton Government's hostility to any anti-British strike may account for the departure of a number of alleged "Red" leaders from Canton for Shanghai the suggestion being to direct the boycott from Shanghai with agencies at Swatow and Canton.

The anti-British demonstration on June 23rd, the second anniversary of the Shaki incident is to keep well clear of Shaki by Kuomintang orders. The foreign authorities in Shamen have, however, taken special precautions.

Mr. Hu Han Min, ex-Governor of Canton who directed for a time the anti-British boycott, is not returning to Canton now as has been reported.

PASSENGERS STILL
HELD UP."LUNGSHAN" ARRIVES
FROM CANTON WITH
2 PASSENGERS.

A SAMPAN PICKET AT WORK.

The British Canton and Macao Steamboats Co. was still under the ban yesterday. A cordon of pickets from the Chinese Seamen's Union at Canton stationed themselves outside the Company's wharves at Canton to prevent Chinese passengers from embarking on the Company's steamers for Hong Kong.

Among the pickets were several of the discharged crew of the *Lung Shan*. These men, it may be remembered, were paid off in the usual course last week after the termination of their six month articles. New men had been engaged and several members of the old crew were promoted.

Those paid off considered themselves unfairly treated and have sought the assistance of the Seamen's Union. Whether or no these men want to be taken on has not been stated, but the Seamen's Union is hardly going about it in the best way.

Yesterday morning, two hours before the *Kinsan* was due to leave Canton, pickets took up their position outside the wharf, and all intending Chinese passengers were prevented from boarding the boat. They were told to travel by other steamers, and those who demurred were told to be off or something drastic would happen to them. As a result, the *Kinsan* arrived here yesterday afternoon with only six European and four Chinese passengers. These four Chinese came without luggage and had boarded the steamer from a junk.

The Police Authorities at Canton appear so far to have made no attempt to call off the pickets and as a result vessels of other lines carried a capacity number of passengers. The *Tung On* brought no less than 742 passengers down yesterday.

To-day has been declared a Labour Holiday in Canton and the Customs there will be closed. Consequently no cargo will be shipped to that port to-day.

THE HOLD UP TIGHTENED.

LATER.

The seamen's pickets have tightened their cordon around the Company's steamers at the wharf. Hitherto a few passengers have been able to smuggle themselves into the boat by taking a sampan, and picking her up in mid-stream clambering on board from the off side. This means has now been made impossible by a squad of pickets patrolling all around the ship in sampans.

The *Lung Shan* which left Canton yesterday at 3 p.m., arrived here last night with only two passengers. These two men gained the ship by mingling with the coolies who were loading the ship. All intending Chinese passengers had therefore been successfully prevented from embarking. *Sui Hak*, or men who had to accompany their cargo of fish and vegetables were, however, allowed to travel on vessels.

NO GOVERNMENT ACTION.

According to our Chinese correspondent the Authorities at Canton are certainly not supporting the boycott. On the other hand they are not preventing this holding up of would-be passengers on the British Canton-Hong Kong steamers.

"HOSPITAL COMFORTS."

The Committee begs to acknowledge, with very many thanks, receipt of 29 Gramophone Records from "Woratah."

SIX-WHEEL ARMY
LORRIES.REMARKABLE TESTS IN
NEW TERRITORIES.

H.E. THE GOVERNOR PRESENT.

UP PRECIPICES AND THROUGH
SWAMPS.

His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.) saw a fleet of 15 six-wheeled lorries, the Army's newest form of transport, pass through a series of exhaustive and grilling tests in the New Territories yesterday. The object of the exercises was primarily to instruct drivers in the handling of the new vehicles on the road and across country, since the great majority of the men in No. 39 M.T. Company are Reservists who have had no experience of the type.

This Company was formed some months ago especially for service in China, and to test the suitability of the six-wheeled vehicle for heavy Army work in rough and roadless countries. A similar demonstration of the Army type of six-wheeler was recently given at Aldershot to the Dominion Premiers during their visit to England for the Empire Conference.

A convoy of 15 lorries containing detachments of men from the several regiments now in the Colony and a number of Naval and Military officers, set off at 9.15 a.m. for Shatin, half-an-hour's drive away. H.E. the Governor accompanied by his private secretary and the Hon. Mr. Jackman, Director of Public Works, followed in a private car.

At Chung Taw Ho, the scene of the first test, the chosen ground was a stretch of muddy sand flats through which the vehicle was to be driven as a demonstration of its ability to traverse shallow water, mud and loose sand. The lorry was first fitted with a pair of over-all chairs that form a caterpillar band between the two wheels of each set, thus providing the vehicle with a track that enables it to negotiate country of a much more severe nature than would otherwise be possible.

H.E. The Governor Beside The
Driver.

The *Daily Press* reporter was told that these chains can be fitted in a remarkably short time. At the Aldershot demonstration they were fitted in one minute 50 seconds, though this time the fitting occupied three minutes. When the chains had been placed in position, His Excellency took a seat beside Capt. L. H. H. Gardner, who drove this vehicle throughout the exercises, and the car jolted down an almost vertical bank to the sands, ran smoothly along the muddy beach until the sea was reached, then plunged in at a spot where the water was some six inches deep over a bed of deep slime. Although tracks three inches in depth were left in the ooze there was no sign of either wheel-slip or skid, and after a short cruise through the shallow water the lorry made for the road again. The steep bank at the edge of the road was climbed with the ease of a heavy tank. This test was watched from the road by a large number of officers and men, and also by three Chinese contractors who had been invited by the Director of Public Works to attend a demonstration of the commercial possibilities of this new type.

After His Excellency had rejoined his car, the convoy made for Klung Tung, near Kwan Ti race course, where hill-climbing and cross-country tests were to be carried out.

At Klung Tung His Excellency was taken for a journey over a bog two feet deep, up and down gradients of one in 1.0, across a stream and through ploughed fields. Both sets of rear wheels are so constructed that each clings to the ground over the worst obstacles, and thus at the brink of the one in 1.0 hill the front wheels hung over the edge, waved in mid air, and descended gradually to the ground while the rear ones balanced the body of the vehicle.

(Continued on next column.)

TAXES IN SWATOW.

IMPOSTS STEADILY
INCREASING.

PEOPLE THREATEN TROUBLE.

QUESTION OF JAPANESE
BOYCOTT.

[FROM OUR OWN CORRESPONDENT.]

SWATOW, June 17th.

There are two factions here now, and they are fighting strenuously for the control of the revenue. Both are trying to secure the inland surtax of two and a half per cent.

The militarists made a demand on the Chamber of Commerce for a million dollars, ostensibly to pay off the strikers. The Chamber of Commerce resisted but, as always, finally climbed down, and to-morrow they begin the collection of one per cent. capital levy on all business in Swatow. The militarists also want an extra quarter of a million to pay the expenses incurred in the subjugation of the Reds and to raise this there is to be a two months house and property tax, half of the tax to be paid by the landlord and half by the tenant.

It has also been decided to impose a tax on all craft in the harbour, sampans, lighters, launches and fishing boats, but the people concerned threaten a complete strike if this tax is enforced.

[Note: The tax has been collected in Canton for some time, but later advices from Swatow announce that the Swatow people are protesting vigorously against the impost.]

To-day's local papers announce that the Government favours a boycott of the Japanese and their goods. The movement will be officially brought into force at a mass meeting to-morrow. Merchants, large and small, are bitterly opposed to the proposal as many of them hold fairly large stocks of Japanese goods.

Spectacular Lurches But No
Mishaps.

After this His Excellency viewed the remaining tests from the top of a large hillock. Three lorries equipped with caterpillar chains then drove across the broken ground, scrambling over paths resembling undulating sheep-tracks, floating down into deep hollows and gliding easily out again crashing through hedges like heavy tanks, butting their way up almost vertical hills and wallowing steadily through oozy bogs. Our representative who rode in one of these remarkable vehicles found it necessary to cling tightly to an overhead bar to maintain balance during the sickening and spectacular lurches. To the bystanders the sight was extraordinary and they chuckled with delighted amazement as the heavy but compact vehicles sagged and tilted dangerously. The occupant obtained all that excitement, slightly tinged with apprehension, that a ride on the Wembley scenic railway used to give. This form of "rodeo" was new to many of the men, but all managed to preserve a happy grin throughout the ordeal.

His Excellency made another journey in one of the chain-fitted lorries, this time across a stream and through the paddy fields, in which the lorry described a figure of eight almost up to the axles in mud. The machine went through the same quaint antics as before, but the bystanders no longer expected it to be oversteer, for the type had now proved that it possessed a stability and remarkable power over rough country that used to be regarded as peculiar to the tank.

His Excellency descended from the test-vehicle smilingly at the conclusion of the trial, obviously deeply impressed by the Army's latest acquisition. His Excellency and Officers remained for tiffin at the Fanling Golf Club.

When His Excellency returned to Hong Kong he was accompanied by Col. Comdt. B. N. Sergison Brooke, C.M.G., D.S.O.

A Morris Triumph.

This vehicle—the 15.0 h.p. Morris ton truck adapted to Army use—is a development of the Renault that some time ago was built to attempt the crossing of the Sahara desert. The suspension of the four-wheel bogey was designed by the experimental branch of the R.A.S.C. Training College at Aldershot, and an order was then placed with Morris Motors, Limited, for a number of six-wheeler vehicles embodying this patent. Fifty of the lorries are present in Hong Kong are of Morris manufacture.

The maximum speed of the cars is from 35 to 40 miles an hour, but they can also follow infantry without overheating. The average petrol consumption is 12 miles to the gallon. Ten per cent. of the new lorries are fitted with the bar-tread tyre, a tyre specially designed by Dunlop for the War Office.

BROKEN TELEPHONE
WIRES.CONTACT WITH LIVE WIRES
CAUSES DEATH.CORONER'S OUTSPOKEN
CRITICISM.BETTER SUPERVISION
NEEDED.

The inquest was continued before Major C. Willson assisted by a jury, at the Central Magistracy yesterday on a Chinese, whose identity had not been established, and who met his death by electrocution on May 22nd at Mount Cameron Road.

From the evidence of Mr. V. D. Sorby, Mains Engineer of the Hong Kong Electric Co., it appeared that death was in a certain measure due to the negligence of a workman who had been told to strip the insulating braid from a wire to be used as earth. At the place where the deceased was found the electric wires ran parallel to the road and about 20 feet above it; the telephone wires crossed them. These telephone wires had been cut and were hanging over the electric wires. In the line were five wires—the top one an earth wire, the two lower ones also earth wires, and the two in the middle were live wires.

The body, which was partly covered with a palm leaf rain coat, showed no wounds, but there was a red mark around the throat. The man had apparently been electrocuted. Wires were hanging from overhead, and about 200 or 300 yards from the body there were some more wires on the road. Near the deceased was a pair of pliers, two coils of wires and four porcelain insulators. Why he was there, and who he was remained a mystery.

Dr. A. Cannon said that the results of a post mortem examination were all consistent with electrocution as the primary cause of death, and shock as secondary cause. The condition of the heart showed this and no other cause.

Coroner Addresses Jury.

After all the evidence had been heard, Major Willson addressed the jury as follows:—It is quite clear from the evidence that this unfortunate man died from an electric shock received from certain telephone wires in the vicinity of Mount Cameron on May 22nd. I say telephone wires advisedly, but these telephone wires harmless enough by themselves became, when severed and in contact with the Hong Kong Electric Co.'s wires, sufficiently charged with electricity to cause the death of anyone coming into contact with them.

We have heard the reason for this. Mr. Sorby has explained that owing to neglect on the part of the workmen in not braiding certain of the Company's wires when they were erected the current would not be earthed but would be imparted to contact wires. So it happened and this man—obviously out for stealing wires—met his death and it is rather an alarming reflection that anyone of us might have shared the same fate if we had accidentally touched any telephone wires that may have been merely broken or brought down by a storm and were lying over the Hong Kong Electric Co.'s wires.

Want Of Supervision.

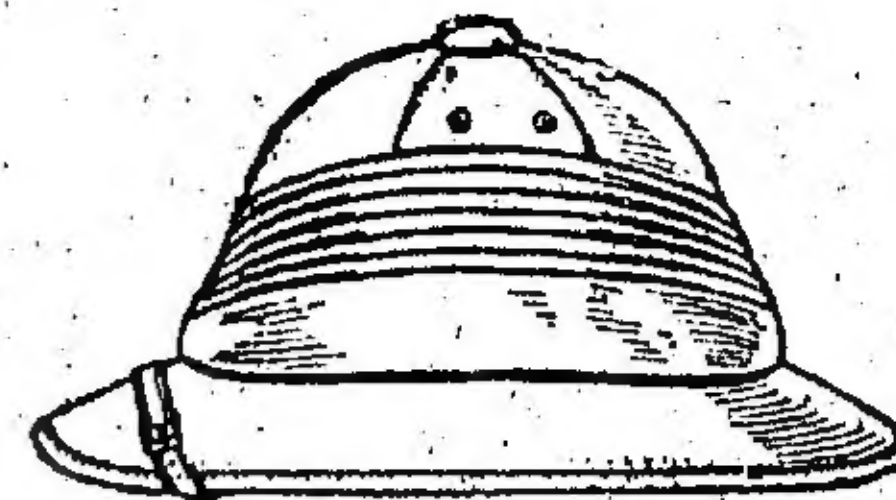
It appears to me that there has been a want of supervision on the part of some one. It is not, in my opinion, enough to merely give orders but in cases of this importance, it is essential to see that these orders are carried out. I also consider that inspections should be made at regular and frequent intervals. Sudden and violent storms such as occur in this Colony and the depredations of thieves make inspection and constant supervision of wires bearing current all the more necessary.

Your verdict can only be accidental death or death by misadventure, but I feel that some strong recommendation on the lines I have indicated should be recorded as a rider to your verdict.

Jury's Recommendation.

The jury retired for about five minutes and when they reassembled, the foreman said: "Your Worship, we find that the deceased met his death by misadventure. We would, however, like to add a rider that we consider that there was a considerable lack of supervision on the part of the Telephone Co. We would suggest that regular inspections be made in future so as to prevent a repetition of this accident, and also recommend that special precautions are taken at such points where Telephone wires, or other wires crosses live electric wires."

The Coroner:—I accept your verdict and would see that your recommendations be lodged with the proper quarters.



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discriminating

smokers

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flavour and aroma.

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NEW ADVERTISEMENTS.

IN THE MATTER OF THE COMPANIES ORDINANCE 1911-1921

AND
IN THE MATTER OF THE ORIENTAL NAVIGATION CO., LTD.

(IN VOLUNTARY LIQUIDATION).

NOTICE IS HEREBY GIVEN that the Creditors of the above-named Company, are Required, on or before the FIFTEENTH day of AUGUST, 1927, to send in their Names and Addresses, and the particulars of their Debts and Claims, if any, to the Undersigned, at the Office of Messrs. PERCY SMITH, SETH & FLEMING, Incorporated Accountants, 8, Des Voeux Road Central, Victoria, Hong Kong, and, if so required by Notice in Writing from the Undersigned, are to come in and prove their said Debts and Claims at such Time and Place as shall be specified in such Notice, or in default thereof they will be excluded from any distribution which may be made before such Debts are proved.

Dated this Twenty-third day of June, 1927.

J. HENNESSEY SETH, F.S.A.A.

Liquidator.

IN THE SUPREME COURT OF HONG KONG.

COMPANIES WINDING UP No. 3 of 1926

IN THE MATTER OF THE COMPANIES ORDINANCES 1911-1925

AND THE RUSSO-ASIATIC BANK.

NOTICE OF DIVIDEND.

NOTICE IS HEREBY GIVEN that it is intended to declare a FIRST AND FINAL DIVIDEND in the above matter, and Creditors WHO HAVE NOT ALREADY DONE SO, are Required on or before the 30th day of JULY, 1927, to send their Names and Addresses, and the particulars of their Debts or Claims and the Names and Addresses of their Solicitors, if any, to the Official Receiver, Supreme Court, the Liquidator in this matter, and are also required by their Solicitors or Personally to come in and prove their Debts or Claims at the Office of the Official Receiver, Supreme Court, between the Hours of 10 A.M. and 4 P.M. or in default thereof they will be excluded from the benefit of any Distribution made before such Debts are proved.

Dated this 17th day of June, 1927.

JOHN FLEMING, C.A.,
Special Manager,
c/o LOVE, BINGHAM & MATTHEWS,
3, Queen's Road Central,
Chartered Bank Building. [5035]

HONG KONG JOCKEY CLUB.
SUBSCRIPTION GRIFFINS.

THE Date for CLOSING the LIST of SUBSCRIBERS to the above has been POSTPONED to THURSDAY, 23rd JUNE, 1927, at 5 P.M.

By Order,
C. B. BROWN,
Secretary. [5038]

HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 25th JUNE, 1927, Commencing at 3.15 P.M. The First Ball will be Brought at 2.45 P.M.

The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies, Soldiers and Sailors in Uniform, Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LINDSEY & DAVIS at \$5.00 Each up to FRIDAY, 24th JUNE, 1927.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge. [5044]

MACAO RACES.

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO, LTD.

THE THIRD EXTRA RACE MEETING will be held (Weather Permitting) on SUNDAY, 2nd JULY, 1927, First Sadding Ball at 1.30 P.M. Entries CLOSE on 24th JUNE, at 8 P.M. Entry Forms obtainable from the SECRETARY, and at STABLES, Horse Jockey Club.

By Order,
B. W. CHENG,
Secretary. [5054]

FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Dressing Rooms, Modern Sanitation, Grass Tennis Court and Garden—Possession MAY 1st. Apply LINDSEY & DAVIS, ALEXANDRA BUILDINGS. [4776]

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INTIMATIONS.

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NEW ORCHESTRA.

UNDER THE DIRECTION OF
Miss VIOLET ANDREWS.

We have pleasure in announcing that a new and talented Orchestra of Six Performers has been engaged for our Restaurant

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Performance:
Saturday June 25th,

Commencing on SATURDAY, JUNE 25th, the latest Dance and Orchestral Music will be played Every Evening (Sundays excepted) during Dinner.

LANE, CRAWFORD, LTD.

SHOPS TO LET

88 AND 92, NATHAN ROAD,
KOWLOON.

OFFICES TO LET

STEPHENS BUILDING,
67/69, DES VOEUX ROAD
CENTRAL,

AND
PRINCE'S BUILDING,
CHATER ROAD.

APPLY TO A. J. DAVID,

PRINCE'S BUILDING,
CHATER ROAD. [505]

TO LET Unfurnished. End OCTOBER. Five-roomed HOUSE on the PEAK. Recently renovated. Moderate Rent. Apply Box 5031, c/o Hongkong Daily Press. [5031]

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TO LET FROM FIRST JULY, 1927. No. 1, KELLET HOUSE, PEAK. Four Rooms, Separate Kitchen, Servants' Quarters. All Modern Conveniences. Apply—Messrs DEACONS, PRINCE'S BUILDING. [5056]

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CHINESE LADY TYPIST understanding Chinese. Translatory work and preferably speaking Pekinese required; previous experience preferred. Also Comptroller with property and share experience.

SMALL INVESTORS. TEL. C. 4063.

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HONG KONG.

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The Daily Press.

HONG KONG, JUNE 23rd, 1927.

THE END OF A HOLLOW SHAM.

The full reports received by mail of the historic statement by the Prime Minister in the House of Commons on Soviet intrigue in Great Britain and in other countries, combined with editorial comment in the newspapers on the revelations, make the most remarkable chapter in the history of our times. The facts more than justify the action of the Government, with the approval of Parliament, in turning the Soviet plotters out of London bag and baggage. As unfolded in detail by Mr. BALDWIN, the story reminds us of the stage equipment of a crook play. Instead of Soviet House, which was the London headquarters of the Soviet Trade Delegation and of Arcos, Ltd., being the offices of a quite harmless business undertaking, there were all the essentials for sinister conspiracies and poisonous plots. There was a "subterranean Photostat room" with its sinister staff of experts, whose principal business was the photography of British secret State papers. Dramatically a glimpse is obtained into another room which had a door without a handle—ingress being gained solely by means of a key—where a light was burning and where the police discovered the solitary occupant characteristically burning papers.

The staffing of the offices was in keeping with the sinister equipment. The chief figure in the Photostat room was a Russian named KOLINA, who was engaged as a Communist agitator among British sailors

before he was employed at Soviet House. Another conspirator in the pay of Moscow who recommended KOLINA for the post was known by the name of JILINSKY, who (to quote the Prime Minister) "combined the duties of head of the Staff Allotment Department of the Russian Trade Delegation with those of principal Espionage and Secret Propaganda Agent." There was also a courier passing constantly between Soviet House and the Soviet Legation in Belgravia carrying secret correspondence.

The documents that were found were all that the heart of a dramatist engaged in writing melodrama could desire to enable him to portray adequately the activities of his most lurid characters. KOLINA's pockets were stuffed with sealed envelopes addressed to well-known Communist individuals and organisations in Britain and abroad, containing information and instructions from the Red International of Labour Unions. Arcos and the Trade Delegation were in fact (again quoting the Prime Minister) "a clearing house for subversive correspondence," among the subjects dealt with being "seamen's clubs, the Hands off China Movement, and the anti-Trade Unions Bill agitation."

We are glad to observe that the newspapers in Great Britain, in comments on the disclosures, lay special stress on the close connection of the Soviet Government with all the troubles in China in the last few years. This is the most vivid portion of the disclosures. Mr. BALDWIN gave details of the repeated disclaimers of M. ROSENLOU, the Soviet Chargé d'Affaires in London, and others, that Moscow had any official responsibility for the anti-British propaganda of BORODIN in China; and then he proved by documentary evidence that BORODIN was in fact an agent of the Soviet Government in China. "Until a Soviet representative is appointed to Peking Comrade BORODIN is to take his orders direct from Moscow," was how one Soviet instruction definitely defined BORODIN's status. So that in order to gull Britain and the world a puppet was to be put up in Peking as the Soviet representative while BORODIN organised and pulled the strings behind the scenes.

Again, we find in the Press at home importance is attached to the telegram from the Soviet Chargé d'Affaires in London to the Commissariat of Foreign Affairs in Moscow, asking for suitable reports from China, of which copies were to be sent to the Independent Labour Party in Britain and the Daily Herald, the organ of the Labour party. The kind of dope to be supplied to British Socialists was carefully described. As, for example:—

"Would it not be possible to make use in a favourable way of the encounter between the Commander of the torpedo boat Woodcock and the Chinese at Changsha?"

Herein is disclosed as by a flash-light the secret springs of the Socialist outcry against the British cause in China, including the protests against the dispatch of the Shanghai Defence Force.

Obviously British Socialists are deeply involved in these astonishing revelations which followed upon the raid on Soviet House in the City of London, and their attempts to condemn the Government for carrying out the raid as being too precipitate, and as likely to end all trade with Russia, cannot deceive anybody except a simpleton or a fool. The interesting question which is now being asked by the British public is how long responsible leaders of the Labour party will continue to tolerate their extremists after what has been brought to light. For years the Communists have fastened themselves on the British Labour party, which has found itself in the position of SINBAD the Sailor and the Old Man of the Sea. But whatever happens in this respect it is thought that their power for evil has been broken. The names of the principal Communists are in the possession of the Government as a result of the raid, and it is officially announced that a close watch will be kept on their movements. They are marked men—and they know it. Now is the time if Labour is wise to declare itself for England and the Empire, and deal once and for all effectively with the foe within the Labour movement.

One Chinese case of enteric fever was notified on Tuesday.

Entries for the Subscription Griffins List of the Hong Kong Jockey Club close to-day at 5 p.m.

A mongrel puppy belonging to Ah Fook, of the 38th Battery, has been removed to Ma Tau Kok Hospital, having bitten a European soldier named G. Ford, of the same battery.

The tenant of No. 44, Caine Road has reported to the Police the loss of silverware and cutlery to the value of \$120. The theft is supposed to have occurred between 2 p.m. and 6 p.m. on Tuesday.

A social gathering will be held in St. John's Cathedral Hall on Sunday after evensong. A cordial welcome is extended to all Servicemen and others. There will be music and light refreshments.

Mr. T. Makiyama, residing at the Mess of the Mitsubishi Shoji Kaisha, 20, Macdonell Road, has reported to the police that between 5 and 6 p.m. on Tuesday someone stole from his quarters money, jewellery and clothing valued at \$450.

A chow dog bit a man named Sebastian Poon in Nanking Street, Kowloon. The animal has been sent to Ma Tau Kok for observation. Mr. Poon, who lives at the same address as the owner of the dog, Mr. C. Chan, is receiving medical attention.

Among the passengers departing yesterday by the Empress of Russia were Lieut.-Com. E. C. Bindloss, Lieut. and Mrs. O. D. Bowman, Mr. W. V. Curtis, Capt. W. Davidson, Lieut. and Mrs. P. W. George, Mr. and Mrs. W. G. Joseph and Mr. J. H. Jensen.

The manager of the Wah Mei Electric Company, of No. 135, Des Voeux Road, was fined \$25 by Mr. R. E. Lindsell at the Central Magistracy yesterday morning, for failing on two occasions to stamp a receipt for \$24. The defendant was fined a similar sum at the beginning of the present month, in respect of five receipts.

A Chinese woman has been sent to the Government Civil Hospital suffering from injuries received on Tuesday when she was knocked down by a motor cycle No. 595, driven by Mr. G. H. F. McClay, residing at 15 Felix Villas, Mount Davis Road. The accident occurred on the main road between Shauiwan and Quarry Bay.

Ten persons, including a foreign police constable, were murdered in the International Settlement at Shanghai during the month of May, states the May Police Department Report. In addition, there were six attempted murders. A number of persons were arrested for these crimes and nine were under remand at the end of the month. Other crimes during the month include armed abduction, robbery and trafficking in firearms.

Owing to the fact that Mr. W. Schofield was indisposed yesterday the case in which two Portuguese youths, J. M. Silva and H. Barretto, are summoned for assaulting a bus conductor, which was to have been heard at the Kowloon Magistracy yesterday had to be adjourned. The continuation of the N.A.A.F. Institute larceny case, which was to have been heard at the same Court on Tuesday afternoon, has also been adjourned.

A grand promenade concert is to be given at the Lee Gardens on Saturday evening by the full band, pipers, drums and dancers of the 1st Battalion, The Cameronian (Scottish Rifles) by permission of Lieut.-Col. F. B. Ferrers, D.S.O., Commanding and Officers. The performance should appeal to both European residents and Chinese, and will be a real musical treat. There will be no necessity to book in advance, as the seating is being so arranged as to accommodate over 1,000 people. With fine weather, the open-air setting in these delightful terrace gardens with their electrically illuminated trees, will prove ideal. If by unfortunate chance the weather proves unfavourable, the concert will be given in the new Lee Theatre, which adjoins the Lee Gardens. The concert begins at 8.30 p.m. and admission will be \$1.50, with Service men in uniform at half-price.

OBITUARY.

CAPT. F. S. HOLLINSHEAD.

A CHINA COAST CAPTAIN.

The death occurred at the General Hospital Singapore, last week, of Captain F. S. Hollinshead, last master of the s.s. *Athy* on the Sarawak run. Captain Hollinshead, who was 57 years of age, was well known and much respected.

He had been for the past few years on the Sarawak run having previously sailed on the China Coast, and as master of tankers.

The funeral took place at Singapore last Thursday, and was attended by many mercantile officers.

PROPERTY SALE.

BUILDINGS AT YAUMATI.

At Messrs. A. G. da Rocha & Co.'s auction rooms, D'Aguiar Street, yesterday afternoon, leasehold property, situated at Nos. 340, 342, 344, 346, 350, 352, 354, 356, 358, 360 and 362, Portland Street, Yaumati (twelve houses in all), was sold by order of the mortgagees.

This property has an area of 12,690 square feet, and the annual Crown rental is \$145.32.

The property is held for the residue of the term of 75 years from December 9th, 1921, with an option of a renewal for one further term of 75 years.

The upset price was \$50,000, and after one advance bid of \$500, Mr. Ko Wing Po became the purchaser.

ANOTHER SAMPAN MURDER.

PARTY OF SIX KIDNAPPED!

The dead body of a Chinese woman was found on the beach at Char Quor Ling, near Lyceum Pass. There were several abrasions about the head, the fingers were cut and there were also marks of strangulation. The unfortunate woman evidently had been attacked by someone with a sharp pointed instrument, and her body had been thrown overboard after she had been murdered.

She was identified as the owner of a sampan, who with a party of six persons have been reported missing since Sunday night.

The theory at present held is that the occupants of the sampan, two *fokis* of the agent of a motor launch *Poo Wing Maru*, two women labourers, a coal dealer, and the daughter of the unfortunate woman, have been kidnapped.

The son grew suspicious at the continued absence of the sampan with his mother and sister, and on going to Char Quor Ling he was informed that the sampan was seen to leave in the direction of Hong Kong towed by the launch. It is stated that the launch was seen to stop about 200 yards from shore, but no particular attention was paid to the incident.

SUSPECTED RINDERPEST AT SINGAPORE.

BANGKOK, June 15th.

The destruction of a full shipment of cattle from Bangkok by the Singapore authorities has caused a mild sensation here, and the details were awaited with interest. A wire in response to one from this end has been received by the Veterinary Department in Singapore stating that two animals arrived with suspected rinderpest which post-mortem examination confirmed. The whole shipment was refused.

It is thought here that there were perhaps no facilities at the time in the quarantine sheds of Singapore for the detention of the cattle and that the only course was to send the ship to sea and have the animals slaughtered. There has been some comment in the Press at the delay on the part of Singapore in sending official information to the Veterinary Department.—*Straits Times*.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks issued by the Royal Observatory at 5.0 p.m. stated:—

The depression over China has deepened slightly. A typhoon may be formed to the N.E. of Luzon. Local forecast:—S.W. or variable winds, moderate, fair to showery.

DISARMAMENT.

NAVAL EXPERTS TO CONSIDER THE PLANS.

JAPAN'S VIEWS.

[THROUGH REUTERS' AGENCY.]

GENEVA, June 21st.

The morning's meeting of the Executive Committee of the Conference decided in favour of a meeting of the naval experts of the three Powers to consider the various plans.

A communiqué thereon says: "With a view to a proper consideration of the proposals of the British, American and Japanese Governments, it is suggested that a Technical Committee should be formed to exchange agreed statistics with regard to the present cruiser, destroyer and submarine tonnage of each three Powers and the designed tonnage of ships of these classes comprised in the programmes now authorised and appropriated for, and any other information tending to clarify the proposals of the three Governments. Thus the Conference would be in a position to start deliberations on an agreed basis of fact."

Japan Dissatisfied.

TOKYO, June 21st.

The news of the Disarmament proposals arrived too late for Press comment in to-day's issues but advance copies of to-morrow's editorials show that the vernacular papers are far from being satisfied.

Characterising the American proposals as a "Sort of restricted armament expansion," the *Hochi* avers that the application of the 5-5-3 ratio would entail more loss to Japan than upon either America or Britain, and consequently asks if the British and Americans consider that Japan's stand is more serious.

The *Asahi*, emphasising the present Conference as being distinguished from that of the Washington parley by each participant submitting its own proposals at the outset, thinks the differences can only be smoothed out by a spirit of co-operation and a sincere desire for peace. The journal, however, profoundly regrets that the Japanese delegates have not touched the question of the fortifications of Singapore and Hawaii as the "present gathering affords a most opportune moment to discuss and solve once for all the basic problems of the Pacific."

The *Jiji, Nichi Nichi* and *Kokumin* express similar sentiments as those of the *Asahi* and the *Hochi* regarding the proposals submitted to Geneva.

All are astonished at the American proposals to apply the 5-5-3 ratio which it is considered will make smooth progress difficult and will only benefit America.

What Japan Cannot Accept.

GENEVA, June 22nd.

Baron Saito has informed Mr. Gibson that Japan cannot accept the 5-5-3 ratio for auxiliary ships, but it is possible she may make concessions in other directions.

[REUTERS' AMERICAN SERVICE.]

New York Press Comment.

New York, June 21st.

The newspapers give prominence to detailed accounts of the opening of the Naval Conference at Geneva.

The *New York Times* says that as each party only desires guarantees of security, the prospect of carrying out the uncompleted work of Washington Conference to a happy conclusion should be bright.

The *New York Herald* says Powers have tabled programmes at Geneva with frankness, which promises a businesslike despatch. The British suggestion to cut battleship tonnage may be objected as a reopening of the Washington Treaty, but it reopens it in the right direction.

COL. LINDBERGH ON PACIFIC FLIGHT.

VERY CAREFUL PLANS NEEDED.

"The flight to Honolulu and beyond" Colonel Lindbergh told the National Aeronautical Association of America at an informal breakfast at Washington, "is the next goal for aviators to strive for. I believe that the distance from San Francisco to Honolulu will be successfully covered by air before the end of the summer.

There are fundamental differences between the Atlantic and the Pacific which must be taken into consideration in planning a flight. Weather reports cannot be as accurate and distances over open water are greater.

"It behoves any flier planning to cross the Pacific, to lay his plans with the utmost care; certainly with more care than my flight to Paris.—*Manila Times*.

HAS GENERALISSIMO CHANG FLED?

MORE "WHITE" RUSSIANS FIGHTING FOR NORTH CHINA.

MANNING ARMoured CARS ON TSINGTAO-TSINAN RAILWAY.

SOUTHERNERS CLAIM A FURTHER ADVANCE. NOW 200 MILES FROM TSINAN.

CHIANG AND FENG GOING TO NANKING.

According to a Nanking report a number of armoured cars, manned by "White" Russians, are forming a strong defence along the Tsingtao-Tsinan Railway.

The Southern troops at Hsuehchow are preparing to begin their expedition to Shantung.

The "advance-guard" is stated to have reached a point some 200 miles from Tsinan, Shantung's capital.

There is a rumour that, "owing to the apparent split within the Fengtienese party, Generalissimo Chang has gone to Tientsin, from whence he will flee to his Fengtien stronghold" if the situation necessitates him doing so.

Chiang Kai Shek and Feng Yu Hsiang are stated to have reached a common policy against the "Reds"; also that they will shortly proceed to Nanking.

THE HSUCHOW MEETINGS.

(Wah Tsz Yat Pao.)

SHANGHAI, June 22nd. Successive meetings were held, on the 20th and 21st inst., at Hsuehchow, to which a number of Kuomintang high officials, including Hu Han Min, Chang Ching Kiang, Wu Chi Fei, Chai Yuen Pui, Neu Yung Jan, Chiang Kai Shek and Feng Yu Hsiang were present.

The proceedings were kept strictly secret.

According to a Nanking report the Southerners have advanced to near Szechow, about 200 miles south of Tsinan. The majority of the Shantung troops, formerly stationed at Szechow, have consequently been compelled to retreat to Tai An Fu, north of Szechow.

The report adds that a number of armoured cars, manned by "White Russians, form a strong defence along the Tsingtao-Tsinan Railway.

Owing to the apparent split within the Fengtienese party, Generalissimo Chang Tso Lin is reported to have gone to Tientsin, whence he will flee to Fengtien if the situation necessitates him to do so.

[NAVAL WIRELESS.]

Shanghai And Yangtze Quiet.

SHANGHAI, June 21st.

Shanghai and the Yangtze ports remain quiet. Scanty information is available from the fronts, and it is understood that for the time being hostilities have practically ceased. Foochow is quieter.

ICHANG, June 21st.

The air of uneasiness ashore is increasing. The oil evacuations have been entirely completed without interference.

Amoy Protest Against Japanese.

AMOI, June 21st.

A big demonstration and procession is being organised to take place on June 23rd, in the first place, to protest against the despatch of Japanese troops to China, and in the second, to commemorate the Shamen incident of 1925.

It is understood that the authorities have undertaken that no procession will be allowed at Kulang Island, and no trouble is therefore feared by the Consular bodies.

The Chinese employees of the Great Northern Telegraph Company are out on strike. Foreign telegrams only are being accepted, the foreign staff acting as operators.

[THROUGH REUTER'S AGENCY.]

Manila Chinese Advocate Japanese Boycott.

MANILA, June 22nd.

Manila Chinese are calling to the China coast cities urging a Japanese boycott in retaliation of Japanese troops landing in North China.

A Labourite's Regret.

LONDON, June 21st.

In the House of Commons, the Labourite, Mr. Wellock, in a personal explanation, said that he had enquired into the subject of his question of last week with regard to young Chinese girls in troop centres, and had ascertained that his information was untrue. Consequently, he regretted that he had asked the question. (Cheers.)

MR. HU HAN MIN.

(Wah Tsz Yat Pao.)

SHANGHAI, June 22nd. Mr. Li Man Fan, Mr. Hu Han Min's secretary, has just arrived in Hong Kong from Shanghai. When interviewed, he said that the rumour regarding Mr. Hu Han Min's probable return to Canton was absolutely baseless.

On the 21st inst. an anti-Japanese mass meeting was called by many leading bodies at Shanghai. In the course of the meeting a very important resolution was passed to the effect that if any "treacherous merchant" was discovered to have disposed of Japanese goods, he must be sentenced to "counter-revolutionary" measures.

An agreement has been reached between Chiang Kai Shek and Feng Yu Hsiang as to a common policy being taken against the "Reds."

Chiang and Feng will go to Nanking shortly.

All Kuomintang troops at Hsuehchow are preparing to begin their expedition to Shantung.

FRENCH AVIATOR'S MISFORTUNE.

MACHINE WRECKAGE FOUND AT MOUTH OF AMAZON.

THRILLING LATER NEWS.

[THROUGH REUTER'S AGENCY.]

RIO DE JANEIRO, June 21st. A fisherman discovered the wreckage of an aeroplane at the mouth of the Amazon, believed to be that of St. Roman.

Paris Experts' Opinion.

PARIS, June 21st.

Experts are of opinion that the marks mentioned in the Rio de Janeiro discovery are those of St. Roman's machine. It is thought that the aviator's petrol had finished and that he had been forced to descend on the ocean in the darkness and had perished.

Hope Yet.

RIO DE JANEIRO, June 22nd.

The wreckage was on a raft and consisted of the larger wings of a machine and two wheels.

It is considered possible that the aviator may be alive on a desert island and that he sent the raft adrift to attract attention.

The newspapers demand an immediate search.

ITALIAN AVIATOR DROWNED.

SCHNEIDER CUP PILOT'S SAD END.

[THROUGH REUTER'S AGENCY.]

VARESE, June 21st. Lieutenant Borra, who was one of the Italian pilots selected to participate in the Schneider Cup Race, has been drowned in Lake Varese, where his aeroplane fell during a practice flight.

"RED" RASCALITY.

YOUNG BRITISH "COMRADES" SMUGGLED OUT OF LONDON.

OFF TO LENINGRAD.

[THROUGH REUTER'S AGENCY.]

LONDON, June 22nd. Despite the Home Office refusal to issue passports, five boys and a girl, aged between 12 and 13, were taken in taxicabs to the Free Trade Wharf near London Bridge and hurried aboard the Soviet steamer *Youskar*, bound for Leningrad.

They include children from South Wales, London, Durham, Fife, and Manchester, and were selected by the National Propaganda Committee of the British Young Comrades' League.

While passports are not needed to leave England, they are needed for return.

It is stated that two of the children have mysteriously secured passports.

ROUMANIA'S POLITICS.

CABINET RESIGNS.

[THROUGH REUTER'S AGENCY.]

BUCHAREST, June 22nd. Prince Stirley's Cabinet has resigned, and M. Bratianu will form a Government and arrange for a general election.

A SEGRAVE STORY.

[REUTER'S AMERICAN SERVICE.]

DAYTONA BEACH, June 21st. Segrave, who, it is understood, had retired, in a letter to the secretary of the local Chamber of Commerce, said it was his intention to defend his title early in 1928, on the twenty-fifth anniversary revival of hard beach racing here.

Malcolm Campbell, the holder of the English record, will probably also compete.

A Denial.

LATER.

Sgrave, interviewed by Reuter, denies the Daytona Beach story cabled earlier.

THE MEDELLIN FACTORY COLLAPSE.

FORTY BODIES TAKEN FROM THE RUINS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 21st. Forty bodies have, so far, been recovered from the ruins of the textile factory, which collapsed near Medellin, Colombia.

CAMPHOR TREE PUZZLE.

BOTANISTS WRESTLING WITH CHINESE SECRET.

Botanists in England are trying to discover, for the benefit of growers in the West Indies and other places within the Empire, the age-old secret of why one camphor tree will produce solid camphor, and another, exactly similar in all appearances, yield merely "camphor oil."

Mr. J. L. North, curator of the Royal Botanic Society's Gardens, Regent's Park, N.W., told a reporter that the secret was known to Chinese botanists many centuries ago, and they employed it to immense advantage.

When in 1896 Formosa was ceded to Japan the secret became known also to Japanese botanists. Mr. North added:

"The rest of the world, however, is in total ignorance of the secret. The Americans, who grow a large amount of camphor in Florida, have been trying for a long time to puzzle it out, but without success. The discovery of it would be of enormous commercial value, and it would mean that the Japanese would lose their present monopoly of camphor supplies. It is the solid camphor that is wanted; the camphor-oil is not nearly so valuable."

INDIAN "CULTURAL MISSION."

PROPOSES TO GO TO CHINA.

GOVERNMENT ASKS QUESTIONS.

ALTRUISTIC OR "RED"?

[THROUGH REUTER'S AGENCY.]

CALCUTTA, June 22nd. The proposed Indian Medical Mission to China is the subject of interesting correspondence between a home member of the Government of India and Mr. T. C. Goswami, President of the All-India Volunteers.

The Government of India, replying to the request for passports, asks for an explanation of the statement that while the mission is medical and non-political the "Corps is also to be a Cultural Embassy to Nationalist China, carrying a message of goodwill from the volunteers and must be carefully chosen."

The Government of India further asks to which Chinese Army the mission is to be attached.

Mr. Goswami, in reply, states that while India sympathises with the Chinese in their struggle for democratic government, unhindered by foreigners, the Mission would be inspired by selfless service for alleviating human suffering without prejudice. He hopes that facilities will be granted.

THE SMILE AN AID TO HEALTH.

WOMAN DOCTOR'S ADVICE.

"When you feel very tired, or very discouraged, or very depressed, or very indignant, go to your mirror and practice smiling."

This advice was given by Dr. Jamie L. Hawthorn, during a lecture on "The Preservation of Youth," at the Institute of Hygiene, Portland-place.

"Smiling," she assured her audience (which did so at her remark), "not only has a quite serious psychological influence, but actually the muscles brought into play as you smile stimulate parts of the brain and the whole nervous system."

"We all covet youth and we may all achieve it," she contended. "We have been hypnotised by the Palmist's dictum about three-score-years and ten into a too hasty preparation for dissolution at that age."

"If we think depressing thoughts we do not look young. If we allow our mind to get beyond our control and worry, for example, we at once begin to show the passing years in our face, in our figure, and in everything we do. Yet every human being is capable of controlling the body by the mind. Age is an infirmity."

Home Beauty.

Among other things she told her hearers were:

"Your surroundings are important. It is not necessary to be rich to have a beautiful home. It is stimulating when one is depressed to go out and buy something which will add to the beauty of the home—or the individual."

"I do not see why a woman should not take pride in buying a new hat. It is just as good as taking a dose of medicine three times a day."

"Face massage is a very good thing, just as massage of the whole body is good. The pity is so few take it up, and that such ridiculous charges are made for it. Every woman can do it for herself."

"No woman need have a bad complexion now. When a woman feels that her complexion is all right, she feels all right herself. It gives her confidence."

"I Fear Nothing."

"It is not true to say you can't help worrying. We can all help it. Say to yourself every morning, 'I fear nothing.' It is the same thing as saying, 'I will be young.' Visualise what you want, and if you do it long enough you will get it."

Dr. Harry Campbell, commenting later on Dr. Hawthorne's advice, remarked: "Tranquillity of mind? Yes, but how are you to get it? Some people are born with it. I know a young fellow who is always on the verge of bankruptcy, but it doesn't worry him at all. The habitual murderer, too, will sleep soundly through the night before execution and take a hearty breakfast without a tremor."

"COLUMBIA" AT BUDAPEST.

AVIATORS RECEIVE A HEARTY WELCOME.

[THROUGH REUTER'S AGENCY.]

BUDAPEST, June 22nd. Chamberlain and Levine arrived in the Columbia at 10 o'clock this morning. After cruising over the city, they landed at the aerodrome at Matyasfold and were welcomed by Herr Hermann, Minister of Commerce, the Mayor, and a large crowd.

After Herr Hermann, Mr. Butler, the American Minister, and the Mayor had welcomed the airmen, they drove through decorated streets lined with a cheering crowd to the Town Hall, where they were entertained to luncheon.

"REDS" CAUSE RIOT.

SOVIET AGENTS RESPONSIBLE FOR DISTURBANCE IN FRANCE.

Soviet agents in France have been concentrating on a policy of systematic disruption for some time and their efforts have had a sequel at Bourges, where a disturbance was created by some sixty soldiers of the 10th regiment of heavy artillery.

The trouble continued for about four hours before the officers could restore order. About 30 of the men were shouting seditious phrases and they sang "The Internationale."

An inquiry was opened, and the trouble was traced, states *Le Matin*, to two or three soldiers who had been inspired by Red agents. A statement was subsequently issued by the Ministry of the Interior confirming the existence of a Soviet campaign to subvert military authority.

THE THIEF IN THE NIGHT.

A FRIGHTENED ROBBER AT SINGAPORE.

In the District Court, Singapore, before Mr. N. D. Mudie, a Chinese was charged with armed robbery, Chief Court Inspector Meredith prosecuted.

The complainant, who is a Chinese, named Tay Ah Bah, said that on the 10th instant about 11.45 p.m., he and a friend were lying on a bench in their room at 164-1, Queen Street, when three Chinese came in and asked if they had any change. When the complainant told the men that he did not sell change, they started to examine a box out of which they took two pipes and \$50.60.

At the same time one of the intruders had opened a knife and told the complainant and his friend that it would be better for them to keep quiet.

Captured While Running Away. After they had been in the house for about a quarter of an hour, the men left and ran towards Queen Street followed by the complainant and his friend.

One of the men bolted towards Manila Street and was caught by a policeman, who had seen the man running away.

The accused swore that he was a fruit hawker and was having coffee at a stall when he heard a whistle. He became frightened and ran off. He was a newcomer from China and knew nothing about the case.

When asked by the judge why he became frightened, accused said that when he heard shouting he got frightened because nowadays it was very unsafe to be out at night.

The accused was sentenced to two years' rigorous imprisonment.

BATTLING ROUND THE HORN.

The old Cape Horners' Reunion is being revived at Swansea. The old salts who used to weather the Horn under conditions unknown to the crews of the present day steamships are gradually disappearing, but the names of about 40 have been obtained for the gathering. These men of the famous windjammers used to bring Chilean ore to the Swansea copper-smelting works in its heyday.

"The usual voyage," said Mr. Edward Ashbury, an old Cape Horn, "took from 100 to 150 days. Ships were often dismantled and had to put into Port Stanley in the Falklands for repairs. The windjammers would sometimes take from three to six weeks trying to beat round the terrible corner."

The old salts will once more sing their sea shanties as only sailors can. It is hoped to broadcast the proceedings.

RAW RUBBER.

QUESTIONS REGARDING ITS "PIVOTAL PRICE."

STATEMENT IN THE COMMONS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 22nd. In the House of Commons, replying to a question with regard to the pivotal price, under the Stevenson Rubber Restriction Scheme, as at present enforced, he asked, Mr. Amery said the rumour was groundless. If any change of the scheme should become necessary, he certainly would endeavour to give as long notice as possible.

THE OTHER EMPIRE.

A GLANCE ROUND THE COLONIES.

VAST UNDEVELOPED ESTATE.

[BY SIR SIDNEY LOW.]

The representatives of our Crown Colonies are meeting in conference at Downing-street, and, I am afraid, the general inattention of the general public.

The average British citizen is not profoundly interested in the Colonial Empire. To him "the Colonies" are the Dominions, much to the annoyance of the inhabitants of those important States. When he talks of the Empire he thinks primarily of Canada, Australia, South Africa, and New Zealand, with some reference to India. He scarcely realises that we have another Empire with an area greater than that of India and many more people than all the Dominions combined.

The administrators or representatives of this Third Empire have been assembled at Westminster—for the first time—to confer with the Colonial Secretary.

It is, in fact, the true "British Empire." The Dominions do not bear that character and do not altogether admire the term. At the Imperial conference last autumn the Mother-country and the self-governing States were officially certified to be an alliance or association of equal nations. In the present session the "Imperial Parliament" has calmly gone out of existence. It is now only the Parliament of Great Britain and Northern Ireland.

Ruled From Westminster.

Nevertheless this local Legislature can make laws for double as many people as all the Parliaments of all the Dominions together. Over these fifty or sixty millions of whites, blacks, and browns in the King's "possessions" scattered over Africa, Asia, and Oceania the Government of "Great Britain and Northern Ireland" exercises authority by means of the quiet gentlemen, with cheeks lined and seared by tropic suns, who are spending their days in Downing-street with it may be hoped, an occasional afternoon off at Hurlingham and Ranelagh.

They are great rulers, some of these unobtrusive satraps. His Excellency the Governor and Commander-in-Chief of Nigeria controls an area six times the size of England and a population of 20 millions, some nearly naked savages, some who live in large towns, read the Koran in Arabic, study in their native colleges, and own good motor-cars. The Governor of Ceylon is responsible for 4,500,000 of Tamils, Hindus, Mahomedans, Singhalese, and Dutch "burghers," and the remnants of a civilisation which was old when the Saxons came to Britain. And there are the representatives of Jamaica, Trinidad, and other West Indian islands, for whose treasures the Powers of Europe were fighting fierce battles before any Englishman had set foot in Australia. I might go on through Uganda, Kenya, British Guiana, Fiji, the Pacific Islands down to the last least lump of coral, where the flag of England flies.

Vast Trade Prospects.

Pessimists tell us that the British self-governing communities will presently drift asunder. Canada will annex itself to the United States, Australia will set up as a Republic, India will drive us forth. I do not believe that these autonomies are likely to occur. But even if they did we should still be one of the greatest of world-States and Dependencies. We should still have vast territories abutting on all the oceans, able to supply us with most of the raw materials we need, and doing a trade already amounting to £500,000,000 a year, which might be almost indefinitely increased.

Much of this immense territory is what Joseph Chamberlain called an undeveloped estate. Joint effort, scientific and economic, such as is being inaugurated in the present Conference, will expedite the development. We must welcome and encourage the work. We are all proud of the British self-governing Empire. Do not let us be ungrateful of the British dependent Empire, which will also be eventually autonomous, though the time for that is not yet.

GERMANY AND EUROPE.

POLISH BOUNDARY A CAUSE OF TROUBLE.

LEGACY OF WILSON-LOYD GEORGE "IDEALS."

After a long, and rather heated, discussion the German Reichstag, by 364 votes to 41, has extended the law for the defence of the Republic for a further period of two years. The necessary two-thirds majority was secured only by the support of the Nationalist Party, which is opposed bitterly to the Republic and all its works, but voted for the prolongation of the law in order to prevent the Government, of which it forms a part, from being thrown out of office. Thus for another two years, at any rate, Wilhelm of Hohenzollern must remain in exile. Germany's internal politics are difficult to fathom. The only thing that seems to be certain is that the Nationalist Party, for all its stupidity and blunders, has been making considerable headway during the last few years. Virtually every young man in Germany to-day is either a "die-hard" or an extreme Socialist. The moderate parties are composed almost entirely of pre-war politicians and business men. There are the people who are administering the country, while in the background the young hot-heads are drilling and organising themselves into patriotic societies. However sincere may be the Berlin Government's protestations of friendship towards the other nations of Europe, the youth of the country is fired with the spirit of "Der Tag."

The actual danger of a challenge from Germany is negligible; for the Inter-Allied Missions of Military Control have done their work very thoroughly. Germany has not the material to wage a successful war even against Poland, and her people are far too intelligent to invite another defeat. Nevertheless, it would be foolish to ignore the fact that the Germans are labouring under a sense of grievance, and that their young men are preparing themselves against a time when they or their children may be able to recover what their fathers lost. Every Frenchman recognises this fact. France remembers her own feelings after 1870, and her chief—and perfectly natural—anxiety now is to prevent Germany from recovering her former strength.

The Eastern Frontier. So far as the situation on her Western frontiers is concerned, Germany is fairly well satisfied. Alsace-Lorraine has gone, and there is little, if any, hope of its recovery. A very different condition of affairs, however, exists in the East; and it is here ultimately that the peace of Europe is likely to be threatened. Every German regards the grant of Upper Silesia and the "corridor" provinces to the Poles as the French regarded the rape of Alsace-Lorraine by Bismarck. These lands belonged to Prussia since 1772, and even the most moderately-minded German to-day declares that there never will be a real peace until they have been restored to their rightful owners. The Polish Corridor divides Germany just as a belt of German territory from Liverpool to Hull would divide England. It was invented by President Wilson and Mr. Lloyd George, who delighted in the creation of economic and ethnographic monstrosities, and has as its only ostensible purpose the provision of an outlet to the Baltic for the Poles. All the patriotic organisations in Germany—Viking, Olympia, the *Stahlhelm*, the Erhardt Brigade, etc.—are ignoring France, and are concentrating their energies on the development of an anti-Polish feeling throughout the Reich. So long ago as 1923 the German Nationalists concluded a series of *Abmachungen*, or agreements, with the Russian Bolsheviks, and these agreements never have been repealed. Poland is caught between the upper and the nether millstone. The friendship between France and Britain in the West is a sufficient guarantee of peace on the Rhine for many years to come; but Poland is not strong enough to take Teutonic Russia's place as the ally of France on the Vistula. Herr Stresemann has declared openly that Germany would do everything in her power to readjust her Eastern frontiers in friendly agreement with the Poles, and, doubtless, he will make an effort to persuade the Warsaw Government to make concessions. The close relations between Berlin and Moscow, however, suggest that Poland will not have much to say in the matter. A decade may pass before Germany decides to move; but it is certain that sooner or later, by methods of peace or methods of war, the Germans and the Poles will settle their accounts.

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TENNIS NOTES.

[By HOLLYWOOD.]

The Chinese Recreation Club have set themselves firmly at the top of the "B" Division Table by the defeat of the Indian Recreation Club and the Craigengower Cricket Club during the past week. Last Thursday they met the Indians on the Sookunpoo courts and won by the surprising margin of 27 games securing all nine sets and on the run of play demonstrating that they were much the superior team. They were represented by their regular team and the number of games scored by each pair was as follows:—

Games.	
C. Choa and H. Lo	22
Lau Fook Ki and Cheung Wing Kiu	22
Lau Man Ching and Lu Tak Cheuk	18
Total	63

On Saturday they beat the Craigengower in even more convincing style, taking 39 more games than their opponents. Craigengower had previously lost to the Nippon Club and their only hope for League honours was to beat the Chinese. Boediker was absent from the team again, being unable to get away from Canton, but his participation in the match would obviously not have altered the result. The Craigengower could win one set only, J. W. Leonard and H. J. Howard beat C. Choa and H. Lo 7-4. The team that played the Indians again represented the Chinese and two of the three pairs scored 25 games each, the totals for three being:—

Games.	
C. Choa and H. Lo	19
Lau Man Kwong and Lu Tak Cheuk	25
Lau Fook Ki and Cheung Wing Kiu	25
Total	69

The Indian Recreation Club and the University met on Sunday in a postponed "A" Division fixture on the Sookunpoo courts. Both teams had previously lost to the Chinese and the match was to decide who should take the runners-up position in the League Table. The match was expected to be evenly contested, as the University lost to the Chinese by a smaller margin than the Indians, but the result was a one-sided victory for the Indians, who led by 23 games. I. M. Razack and J. A. Cassumbhoy (I.R.C.) who reached the semi-final of the recent Open Doubles Championship of the Colony, proved to be the best pair of the day, securing 24 games in the three sets. The University were unfortunately without the services of Dr. Tottenham, probably their best player, who was prevented from playing on account of that irritating ailment commonly known as "Hong Kong Foot."

When the Chinese won the shields in the three divisions last year, the local tennis world at large was unanimous that they deserved to win and that they had the best teams in the respective divisions. The results of the League this season are not final yet, but there is little doubt that they will repeat their triple win of last year. In fact the feature of the League Season, so far, has been spectacular performances of the three teams of the Chinese Recreation. Since the commencement, they have won one match after another with unflinching regularity. The only close struggle they have had was the one in the "A" Division against the University when they won by the narrow margin of five games only. Their players are all well-seasoned, experienced and capable and they will remain factors in the League for many years to come.

The Shields in the Chinese Recreation Club premises make a very nice exhibition, and the spaces for recording the names of the various winners each year are nearly full in the "E" and "F" Division Shields. The winners in the different divisions follow:—

"A" DIVISION.
1900 Kowloon C.C.
1901 European Y.M.C.A.
1902 European Y.M.C.A.
1903 Kowloon C.C.
1904 Civil Service C.C.
1905 Kowloon C.C. "A"
1906 Hong Kong C.C. "A"
1907 Chinese R.C.
1908 Hong Kong C.C.
1909 Chinese C.C.
1910 Chinese R.C.
1911 Indian R.C.
1912 Indian R.C.
1913 United Services R.C.
1914 Competition cancelled.
1915 Chinese R.C.

"B" DIVISION.

1916 Vanguard Club.
1917 Club de Recreo.
1918 Royal Engineers.
1919 Chinese R.C.
1920 Civil Service C.C.
1921 Club de Recreo.
1922 Indian R.C.
1923 Chinese R.C.
1924 Chinese R.C.
1925 Competition cancelled.
1926 Chinese R.C.

"C" DIVISION.

1918 Chinese R.C.
1919 Chinese Y.M.C.A.
1920 Chinese Y.M.C.A.
1921 Chinese R.C.

YESTERDAY'S LEAGUE MATCH.

"B" DIVISION.

RECREIO BEAT H.K.C.C.

Club de Recreo maintained their position in the League Table "B" Division yesterday by beating the Hong Kong Cricket Club. The match was played on the latter's courts, the final scores being 54 games to 45 in favour of the Portuguese side.

The detailed scores were as follows:—
H. J. Armstrong and S. M. Garrard (H.K.C.C.) 6-8
lost to E. A. Noronha and E. de Sousa 4-7
beat C. Barretto and F. Prata 6-5

L. M. S. Lloyd and W. A. Nomers (H.K.C.C.) 10-17
lost to J. Silva and F. Re-medios 5-6
lost to E. A. Noronha and E. de Sousa 5-6
beat C. Barretto and F. Prata 6-5

W. L. Bundar and R. K. Valente (H.K.C.C.) 10-17
lost to J. Silva and F. Re-medios 3-8
lost to E. A. Noronha and E. de Sousa 5-6
lost to C. Barretto and F. Prata 5-6

Total: H.K.C.C., 45; Recreo, 54.

The League Table at present stands as follows:—

Clubs.	M.	W.	L.	Pts.
Chinese R.C.	6	6	0	0
Club de Recreo	6	6	0	0
Indian R.C.	6	5	1	5
Nippon Club	6	4	2	4
Craigengower	6	4	2	4
C.C.C.	4	2	2	4
South China A.A.	6	3	3	3
U.S.R.C.	6	3	3	3
University	5	1	4	1
Kowloon C.C.	5	1	4	1
Hong Kong C.C.	6	1	5	1
M.B.K.	6	1	5	1
Royal Engineers	5	0	5	0

FRIENDLY MATCH.

Kowloon C.C. v. Destroyers.
In a friendly match played yesterday on their own courts, the Kowloon Cricket Club team beat a team from the Destroyers by 35 games.

The detailed scores were as follows:—
E. C. Fincher and C. E. Millard (K.C.C.) 9-2
beat Lt. Comdr. C. J. H. Hill and Lt. Comdr. J. K. Shaw 9-2
beat Lt. G. L. H. Salter and Lt. D. Lampen 9-2
beat Lt. T. Hasland and Lt. Craig 9-2

J. C. Lyl and Capt. C. E. Walker (K.C.C.) 27-20
lost to Lt. Comdr. C. J. H. Hill and Lt. Comdr. J. K. Shaw 4-7
lost to Lt. G. L. H. Salter and Lt. D. Lampen 5-6
beat Lt. T. Hasland and Lt. Craig 7-4

Lt. J. H. Dale and Lt. Hunt (K.C.C.) 16-17
beat Lt. Comdr. C. J. H. Hill and Lt. Comdr. J. K. Shaw 6-5
beat Lt. G. L. H. Salter and Lt. D. Lampen 8-3
beat Lt. T. Hasland and Lt. Craig 10-1

Total: K.C.C., 67; Destroyers, 32.

779 "HOLES IN ONE."

BRITISH GOLFERS' SURPRISING FEAT.

The golfing feat known as "holing out in one" appears to be so difficult of accomplishment that it is surprising to find that it has been performed 779 times during the past twelve months in the British Isles alone.

Early last summer Messrs. John Walker and Sons, Ltd., the Scotch whisky distillers, offered a free gift of a bottle of "Johnnie Walker" to any golfer performing this "semi-miracle," and since then 779 duly attested claims have been honoured.

Most golfers, however, in spite of this large crop of "holes in one," still find the game a difficult, fascinating and heart-breaking as ever.

COUNTY CRICKET.

YORKSHIRE BEATEN AGAIN.

GREAT SCORE BY A. P. F. CHAPMAN.

Middlesex did several aspirants for the championship a good turn when they soundly defeated the formidable Yorkshiremen at Lords. This is the third beating the Tykes have had this year and it puts them out of the running—for the present at least. Next in a match of colossal scoring and the advantage of a drawn game with Lancashire. Notts were just deprived of a win over Leicestershire, now a much improved side.

None of the other matches have much bearing on the championship issue but they saw some remarkably interesting play and very fine individual feats. A. P. F. Chapman's great score of 260 against the strong Lancashire attack still further establishes his position as England's leading amateur batsman, a true successor in the line of C. B. Fry, A. C. MacLaren and F. S. Jackson. His power of leadership and whole air of light hearted sportsmanship are perhaps reminiscent of the latter—England's most attractive cricket captain. Two young Oxford blues had a century each at the Oval, and with Evans and Legge also scoring centuries and N. Haig and J. C. White taking a lot of wickets cheaply, the fear expressed a few years ago that the amateur was not keeping up his end with the professional is no longer justified. Gentlemen v. Players should be a great game this year. The principal individual performances were:—

Batting.	
A. P. F. Chapman (Kent)	260
Bowley (Sussex)	176
A. Crawley (Oxford Nn.)	150
A. J. Evans (Kent)	143
Russell (Essex)	127
Astill (Leicester)	121*
R. E. C. Butterworth (Oxford)	110
G. B. Legge (Kent)	101
* Not out.	

Bowling.	
Nichols (Essex)	9 for 59
J. C. White (Somerset)	8 " 62
N. Haig (Middlesex)	7 " 33
Mercer (Glamorgan)	6 " 40
Ryan (Glamorgan)	5 " 42
Rot (Worcester)	5 " 43
Macaulay (Yorkshire)	5 " 47
Slater (Derby)	4 " 33
Shardlow (Derby)	4 " 35
Lee (Middlesex)	3 " 2

MIDDLESEX BEAT YORKSHIRE.

Nigel Haig in Form.

The Yorkshire eleven were all out, dismissed in the first innings for less than a hundred runs, against Middlesex at Lord's, and they were defeated for the third time this season.

Nigel Haig was mainly responsible for the Yorkshire collapse, while Lee and Hendren were the outstanding Middlesex batsmen. Middlesex won by six wickets. Yorkshire batted first, but Nigel Haig took 7 wickets for 33 runs, while Durston took the other three at a cost of 27 runs. Lee scored 52 in the Middlesex first innings, and Macaulay took 5 wickets for 47. Yorkshire made a better second innings effort, Roy Kilner contributing 53, but towards the end Lee dismissed three batsmen at a cost of only 2 runs. Middlesex made light of the task set them, knocking out the runs for the loss of four wickets. Hendren was undefeated at the close of play with 68 to his credit.

Score:—
Yorkshire: 81 and 262.
Middlesex: 178 and 169 (for 4 wickets).

ESSEX BEAT HANTS.

Nichols, 9 For 59.

Nichols in Hampshire's second innings dismissed nine men for 59 runs and secured an unexpected victory for his side.

Russell scored 127 and Claude Ashton 89 out of 260 in the Essex first innings, during which Utley took 6 wickets for 71 runs. In reply Hampshire fell twelve short of the Essex total. Mead made 78 and J. P. Parker 58.

In the Essex second innings, Russell made 60 and Kennedy claimed 5 victims at a cost of 57 runs. Needing 186 runs to win, Hants failed before brilliant bowling by Nichols, the right arm fast to medium bowler, who as stated took nine wickets for 59 runs.

Essex: 260 and 174.
Hants: 248 and 127.

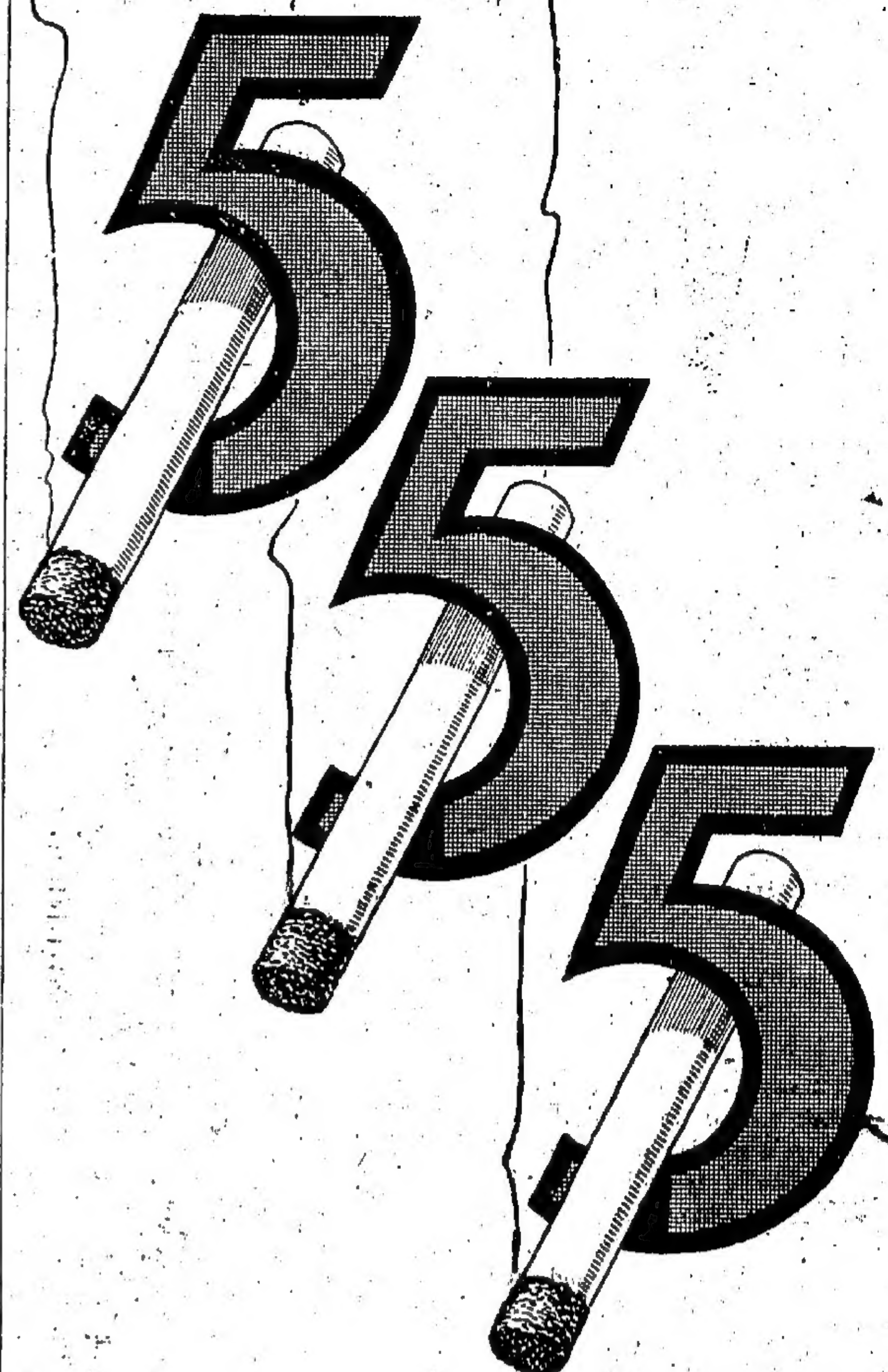
SOMERSET LOSE TO DERBYSHIRE.

Derbyshire won a low-scoring match against Somerset at Chesterfield by 138 runs.

In the Derby first innings, Bowden contributed 90 runs, and in their second innings, J. C. White took 6 wickets for 68 runs. Lee (J. W.) contributed 54 to the Somerset first innings total, while Shardlow took 4 for 35 runs, and Slater 4 for 33 runs.

Score:—
Derby: 213 and 161.
Somerset: 148 and 109.

STATE EXPRESS



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KENT DRAW WITH LANCA-SHIRE.

A. P. F. Chapman Scores 260.

Three Kent amateurs, A. P. F. Chapman, G. B. Legge, and A. J. Evans, each scored over a century at Maidstone, against Lancashire.

Kent took five points for a lead on the first innings.

In the Kent first innings, A. P. F. Chapman made a brilliant 260, the highest score of his career, while G. B. Legge, who was in partnership with him for some time hit up 101.

Lancashire made 329 in reply, Hallows scoring 82 and P. T. Ekersley making 73 not out.

In Kent's second innings Ash-down made 80 not out, and A. J. Evans 143. Hallows scored 57 not out in the closing stages of the game.

Score:—
Kent: 441 and 239 (for 3 wickets dead).
Lancashire: 329 and 116 (for 2 wickets).

SUSSEX DRAW WITH WAR-WICKSHIRE.

Bowley's Big Innings.

On the picturesque but very small ground at Horsham, Sussex scored no less than 513 runs in their first innings. Warwickshire replied effectively, but were forced to follow on and at the close were just four ahead of the Sussex total with four wickets down in their second innings.

Tate (73), Cook (84), Bowley (176) and A. H. Gilligan (78) were the principal contributors to Sussex's first innings total.

Croom made 84 and R. E. S. Wyatt 83 not out for Warwick. Following on, they passed the Sussex total with four wickets down, Kilner scoring 55 and Parsons 55 not out.

Score:—
Sussex: 513.
Warwick: 318 and 201 (for 4 wickets).

GLAMORGAN v. WORCESTER.

Bowlers took the honours in the game between Worcester and Glamorgan, both lowly-placed counties, at Pontypridd, and the advantage of six runs on the first innings gave Glamorgan major points.

Rain prevented completion of the match.

Mercer took 6 wickets for 49 runs in the Worcester first innings, and Ryan took 5 for 48 in their second. Root took 5 Glamorgan wickets for 43 runs.

Score:—
Worcester: 139 and 138 (for 8 wickets).
Glamorgan: 145.

NOTTS DRAW WITH LEICES-TERSHIRE.

Astill's Fine Effort.

Trent Bridge was the scene of a hard fought match between Notts and Leicestershire, the Leicester second innings being marked by a brilliant display by Astill, who held his end up against fine bowling, and scoring a century without losing his wicket, saved Leicester from defeat.

Requiring 352 runs in their second innings, Leicester had lost nine wickets at the close, but had scored 297.

In the Notts first innings, Whysall scored 84 and Payton 80, while Astill took four wickets for 42 runs.

Whysall was again prominent in the second innings. He contributed 85, while Walker compiled 81. Sidwell scored 51 in the Leicester first innings, and in their second Shipman contributed 50, while Astill contributed 121 (not out). Larwood took 6 wickets at a cost of 74 in the second innings.

Score:—
Notts: 380 and 275 (for 6 wickets dead).
Leicester: 243 and 297 (for 9 wickets).

OXFORD DRAW WITH SURREY.

Dark Blues Bat Well.

Surrey were in a bad position against Oxford University at the Oval when rain interfered and brought an early close to the game, which was drawn. R. E. C. Butterworth and A. Crawley (a new Blue) each scored a century against the county eleven, the latter scoring 150 in a total of 181 (for 4 wickets) in the second innings.

In the Oxford University first innings, Butterworth scored 110, and in the second, Crawley contributed 150 and Cazelat 66. For Surrey the principal scorers were Ducat and D. R. Jardine, the former making 50 and the latter 53.

Score:—
Oxford: 226 and 237 (for 4 wickets dead).
Surrey: 200 and 21 (for 1 wicket).

WORLD WIDE ENGLISH.

New York.

Mr. W. R. Hearst, the newspaper owner, urged the world to adopt the English language in an address to Oglethorpe University, Atlanta, which conferred on him the degree of Doctor of Laws.

"The same races which speak different languages and live in conflict in Europe speak the same language and live in peace and harmony in America," he said. "I believe we shall never realise universal peace until we have what amounts to a universal language."

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WET WEATHER AT WIMBLEDON.

CROLE-REES DEFEATS RAYMOND.

[THROUGH RECTOR'S AGENCY.]

LONDON, June 21st.

In dull, showery and chilly weather, and with the small outer courts very slippery, play was stopped in several of the matches owing to rain.

Sportsperson weather left its mark on Wimbledon, where crowds of women had flocked to witness the scheduled second-round match in the centre court, between Betty Nuthall and Fraulein Aussen, aged 19 and 18, respectively.

Rain caused a curtailing of the programme, but the spectators were consoled by glimpses of Miss Wills and Mrs. Godfree, Senorita De Alvarez and the South African seventeen-year-old Miss Heine, all of whom were successful.

Tilden amused the weather-depressed gallery by juggling. After showing impatience with the ball-boys, he held four balls in his hand while he served with a fifth.

Mrs. Godfree and De Alvarez who had been in the first round thus enter the third.

The most surprising feature of the men's matches was the defeat of another seeded player (Raymond) who was beaten by the more accurate driving and greater patience of Crole-Rees.

Tilden and Lacoste are the potential finalists. Froitzheim, De Kehrting and Kozeluh have entered the third round, wherein the British hopes are now limited to Crole-Rees, Gregory and Kingsley.

Crole-Rees beat Raymond (South Africa), 2-6, 6-3, 4-6, 7-5, 6-2. Borotra passed into the third round by defeating Radcliffe (England), 7-5, 3-6, 6-4, 6-4. Kingsley beat K. Prasad (India), 6-1, 6-1, 6-2. Hunter (America) beat Colonel Kingscott, 6-3, 6-3, 6-4.

The Second Round.

Cochet beat Turnbull, 6-2, 6-6, 6-2, 6-3; and Tilden beat Poland (England), 6-0, 6-3, 6-1. Lacoste beat Jacob, 2-6, 6-0, 6-3, 6-4.

WORLD CYCLISTS.

REACH RANGOON: IN HONG KONG LAST YEAR.

The three Parise world cyclists who were in Hong Kong last autumn, arrived at Rangoon on May 30th.

These cyclists, it will be recalled, undertook a tour of the world on cycles in order to demonstrate that they had as much endurance and courage as their Western brothers. After leaving Hong Kong, they proceeded to Canton, and then through South China to Siam.

IRON BUX AT SAIGON.

BEAT NEGRO IN FIGHT THERE.

Iron Bux, an ex-champion of the Orient, who recently left for Saigon, has demonstrated that he can still fight and win his first fight at Saigon he has defeated Litors, a negro middleweight, winning comfortably.

Amadu, a heavyweight, will be the next man Iron Bux meets, the fight being arranged to take place early in July.

INDIAN GIRL WIFE'S DEATH MYSTERY.

HUSBAND DISAPPEARS.

Poona, May 10th. News of a gruesome tragedy has reached Poona, the unfortunate victim being Nubbi, the 13-year old wife of a villager of Kherd, named Satadu Ganpati. It is reported that Satadu and Nubbi were married about a year ago and from all appearances lived on very amicable terms. On the morning of the 4th instant the husband and wife attended a wedding ceremony in the village of Kuddus, and at about 5 o'clock the same evening Satadu paid a visit to the town, while the wife visited her uncle. Returning home at about 8 p.m. the wife retired shortly after and locked herself in. At 10 p.m. her husband returned and was admitted into the house. The following morning, however, some Mahars discovered the body of the girl floating in a shallow part of the river and on bringing the body to the bank, they found that the head was smashed. On the road leading to the river they found two large stones at a spot where there was a pool of blood.

It is reported that the husband of the girl has disappeared since the commission of the crime and the District Police are making a vigorous search for him.

PASSENGERS.

ARRIVALS.

Per s.s. *President McKinley*, on June 20th, for Hong Kong: Miss A. B. Blake, Mr. and Mrs. R. M. Bowman, Miss Beatty Cohen, Major W. Wynne Finch, Mr. A. Fishman, Mr. J. B. Grant, Mr. S. C. Lechick, Mr. J. E. Magna, Mr. D. A. McDonald, Mr. M. C. McGrewen.

DEPARTURES.

European passengers per s.s. *Angers*, on June 21st: Mr. M. V. Arguelles, Mr. A. M. Xavier, Mr. C. S. Nichols, Mr. Elie Levy, Rev. Fa. G. Tieselaar, Rev. Fa. F. van de Pol, Rev. Fa. Jose Croonon, Mr. R. Flohri, Mr. Le Bris, Mr. J. Trilly, Mr. D. N. Assemull, Mr. R. G. Asomull, Mr. V. Jethmal, Mr. L. Naramdas and Mr. R. L. Popatmal.

European passengers per the *Empress of Russia*, on June 22nd: Miss I. D. Allen, Mr. F. M. Bayot, Miss P. M. Bayot, Miss M. Bayot, Miss L. Bernol, Mrs. A. E. Bramwell, Lt.-Comdr. E. G. Bindloss, Lieut. and Mrs. O. D. Bowman, Mr. G. H. Benwell, Mr. W. Campbell, Mr. I. M. Cordeva, Mr. W. V. Curtis, Mr. C. M. Colton, Mr. W. W. Cole, Capt. H. M. Cadie, Miss Maud F. Day, Mr. and Mrs. S. E. Emsan, Master W. A. Emsan, Mr. L. J. Eyskens, Capt. W. Davison, Mr. H. Gillares, Mr. and Mrs. W. C. Gibson, Mr. F. D. Goddard, Sister J. Golt, Lieut. and Mrs. P. W. George, Mr. M. Hiram, Mr. G. E. Heyler, Mr. F. Ismail, Mr. C. F. Johnson, Mr. and Mrs. W. G. Joseph, Mr. F. E. Jassavala, Mr. J. H. Jensen, Mr. A. W. Kreiser, Miss M. Kacher, Mrs. A. L. Linnquist, Mrs. H. B. Langums, Lieut. and Mrs. G. G. Landberg, Masters A. P. and G. B. Landberg, Mr. A. C. Loftis, Mr. E. T. McLennan, Mr. H. E. Martin, Mr. O. E. T. Mossin, Mr. Wm. Muller, Mr. E. J. Murphy, Mr. R. R. Marsh, Mrs. E. Mannion, Master F. R. Nannion, Mr. M. McClellan, Mr. F. R. Maass, Mr. H. L. Marshall, Mr. M. N. Panganiban, Mr. and Mrs. C. E. Park, Miss F. W. Park, Master J. Park, Mrs. C. Patrick, Mr. J. E. Perpetuo, Miss C. M. Robertson, Mr. R. Robson, Mr. J. Rosenthal, Capt. and Mrs. M. A. Sanderson, Master M. A. Sander, Capt. S. Taylor, Mr. and Mrs. J. H. Taggart, Mr. A. H. Taft, Mr. T. Ukai, Mr. A. Woodruff, Mr. J. Wheat, Mr. and Mrs. W. G. Windsor and infant, Miss B. Worler, Mr. J. S. Young, Mr. S. R. Waller, Rev. and Mrs. W. P. Williams, Miss C. B. Wood, and Mr. G. A. Bartky.

European passengers per *Dollar* *President Wilson*, for Manila, on June 21st: Mrs. R. Vallarino and infant, Mrs. A. J. Kern, Mr. A. Kroeger, Miss M. Clarke, Mr. A. M. Graves, Miss Eunice H. Avery, Mr. F. Laing, Mr. C. N. Ferrier, Mr. and Mrs. E. E. Adler, Mr. J. Rookchand, Mr. and Mrs. D. Storeh, Mr. J. H. Squires, Mr. K. Blavook, Miss Nellie Brockett, Mr. Raymond-Crichton, Miss Katherine Huff, Mr. Irving C. Huntington, Mrs. M. A. Jackson, Mr. Clem D. Jackson, Mr. A. Baker, Mr. T. O. Schmid, Mr. S. S. Hahn, Mrs. May Mebee, Mr. Randolph R. Rogers, Miss Mary Von Stein, Miss Helen Mearthur, Mrs. K. B. Poate, Mr. J. H. Edwards, Mrs. Clem D. Johnson, Miss Hazel Johnson, Mr. J. Konnan, Mr. and Mrs. K. P. Landon, Mr. K. F. Melchers, Miss De Voe, Michael, Miss Marion H. Clark, Mrs. E. Mebee Wanner, Mr. and Mrs. H. S. Vincent, Miss Rea Vicent, Miss Charlotte Wendt, Mr. and Mrs. R. N. Williams, Master Robert Williams, Master Jack Williams, Mr. D. R. Digaria, Mr. Alexander Kennedy, Mrs. S. H. Hahn, Miss Ethel Wanner, Miss Jannet Wanner, Miss Marie Winther, Miss Margery Mearthur, Mrs. K. M. Poate, and Mrs. Mary Hoffert.

Passengers departed per A.M.L. liner *President McKinley*, left Hong Kong for Manila on June 21st: Mr. M. R. Arick, Mr. and Mrs. C. E. Christopherson, Mr. A. A. Carlson, Miss L. J. Eldridge, Mrs. J. B. Farrior, Rev. L. W. Faucott, Miss Jean Foote, Mr. and Mrs. H. J. Guigni, Mr. and Mrs. C. A. Gunn, Misses H. G. and H. M. Gunn, Mr. L. A. Hargis, Miss V. Leo, Mr. G. Marshall, Mr. P. J. Morre, Mr. and Mrs. R. A. Grath, Miss I. Grath, Miss M. O'Malley, Mr. H. N. Salet, Mr. and Mrs. Jas. Scott, Mr. and Mrs. W. Scott, Mr. R. P. Titus, Mr. O. J. Todd, Mr. A. Uggan, Mr. W. Wallace, Mr. Alf Wellhaven, Miss D. Wright, Mr. Allan, Mr. I. De Li Rosa, Mr. Hirtz, Prof. F. T. Kruss, Mr. S. R. Davenport, Mr. John Colgate, Mrs. C. J. Lowe, Miss Sara Phyllis Lowe, Master Jackson Lowe, Miss Enid Lowe, and Mr. and Mrs. Chas. Peich.

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Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 27th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Underigned on or before the 13th July, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 22nd June, 1927. [5062]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "SPHINX"

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All Claims must be sent in to me on or before Thursday, the 30th instant, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 27th June, 1927.

No Fire Insurance will be effected by us in any case whatever. J. LIMAGE, Agent. Hong Kong, 21st June, 1927. [5066]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 22nd.

Previsions (On Date)	On Date	Day	at	at	at
		2 p.m.	6 a.m.	2 p.m.	2 p.m.
Barometer...	29.74	29.68	29.64		
Temperature...	87	83	78		
Humidity...	67	80	73		
Wind...					
Direction	SW	SSW	SW		
Force	4	3	3		
Weather	O	C	O		
Rain	0.25	0.00	0.00		

Highest open-air Temperature, 21st: 88
Lowest open-air Temperature, 22nd: 72

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From June 23rd to 29th, 1927.

Days of Week	Date of Month	High Water			Low Water		
		Hong Kong Standard Time	Height	Height	Hong Kong Standard Time	Height	Height
Thurs.	23	4 53	4 47	9 49	3 5		
		4 9	5 4	10 49	1 8		
Fri.	24	5 34	5 21	11 37	2 9		
		5 32	5 0	11 25	2 1		
Sat.	25	6 11	5 8	12 48	2 1		
		6 48	4 7				
Sun.	26	7 55	6 3	1 0 18	2 4		
		7 55	4 5	1 45	1 4		
Mon.	27	7 24	6 5	0 57	2 7		
		8 3	4 3	2 34	0 8		
Tues.	28	8 3	7 2	1 33	2 9		
		10 3	4 2	3 18	0 4		
Wed.	29	8 40	7 5	2 6	3 0		
		10 56	4 1	4 1	0 3		

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s.s. "YALOU" due to arrive from DUNKIRK, LONDON, HAVRE about the 22nd July.

SERVICES CONTRACTUELS (MAIL SERVICE)

Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
PORTHOS	...	21st June	5th July
SPHINX	...	21st June	19th July
PAUL LECAT	...	3rd June	5th July
AMAZONE	...	17th June	19th July
CHENONOUX	...	1st July	30th Aug.
ATHOS II	...	29th July	30th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES (including Table Wine and Free Doctor's Attendance).

A CLASS 1st Class... 2nd Class... 3rd Class...
B CLASS 1st Class... 2nd Class... 3rd Class...

Through Tickets to London and Leaving Towns of Europe. Accommodations reserved in France at Marseilles. Sailings subject to alteration without notice.

For full Particulars, apply to: Cie des MESSAGERIES MARITIMES.

Telephone: Central 740. 3, QUEEN'S BUILDING, CONSIGNATION-TRANSIT-REPRESENTATION.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "PYRRHUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 20th June.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 27th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Underigned on or before the 11th July, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 20th June, 1927. [5051]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Co.'s Steamer "CYCLOPS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 20th June.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 27th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Underigned on or before the 11th July, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 20th June, 1927. [5052]

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "YANG-TSE"

BRINGING CARGO FROM DUNKIRK, ANTWERP, LONDON, &c.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 30th instant, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Monday, the 27th June, 1927.

No Fire Insurance will be effected by us in any case whatever. J. LIMAGE, Agent. Hong Kong, 21st June, 1927. [5060]

HAMBURG-AMERIKA LINIE.

INCLUDING

HUGO STINNES LINIEN

COMBINED FREIGHT AND PASSENGER SERVICE.

CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.

FARE FROM HONG KONG TO GENOA-£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Japan:—

M.S. "VOOTLAND" (F.A.L.) ... due here on or about the 1st July
M.S. "MUNSTERLAND" (H.S.L.) ... due here on or about the 14th July
S.S. "OLDENBURG" (H.S.L.) ... due here on or about the 29th July
S.S. "ADOLF V. HAYER" (H.S.L.) ... due here on or about the 15th Aug.
S.S. "SAARLAND" (H.S.L.) ... due here on or about the 28th Aug.

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER

STAMERS.	H. Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF ASIA	July 13	July 18	July 19	July 22	July 31
EMPEROR OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPEROR OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPEROR OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPEROR OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPEROR OF RUSSIA	Oct. 28	Oct. 29	Nov. 1	Nov. 4	Nov. 13
EMPEROR OF ASIA	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Dec. 4
EMPEROR OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

CONNECTING SAILINGS TO EUROPEAN PORTS.

MINNEDOSA	Aug. 5	MONTROSE	Sept. 16
E/AUSTRALIA	Aug. 31	MONTCAIRM	Nov. 18

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Oherbourg and Antwerp.

SPECIAL FARES TO EUROPE

£120 £112 £83

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
June 25	June 30	EMPEROR OF ASIA	July 9
July 19	July 21	EMPEROR OF CANADA	July 30

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAO."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS." (15)

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
* KOREA MARU ... Tuesday, 28th June, at 10 a.m.
* SHINYO MARU (Call Keelung) ... Tuesday, 12th July, at 9 a.m.
* SIBERIA MARU ... Tuesday, 26th July, at 10 a.m.

LONDON via Singapore, Suez, Marseilles & Ports.
FUSHIMI MARU ... Saturday, 2nd July, at 11 a.m.
HAKOZAKI MARU ... Saturday, 10th July, at 11 a.m.
HAKUSAN MARU ... Saturday, 30th July

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... Wednesday, 20th July, at 11 a.m.

BOMBAY via Singapore, Penang & Colombo.
GENOA MARU ... Monday, 27th June

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
RAKUYO MARU ... Monday, 11th July

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU ... Saturday, 9th July

NEW YORK and BOSTON via PANAMA.
TAKAOKA MARU ... Tuesday, 28th June
BENGAL MARU ... Wednesday, 27th July

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DELGOA MARU ... Tuesday, 18th July

CALCUTTA via Singapore, Penang & Rangoon.
HAKODATE MARU ... Friday, 1st July

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Friday, 22nd July

SHANGHAI, KOBE & YOKOHAMA.
TAJIMA MARU ... Thursday, 23rd June
KITANO MARU ... Tuesday, 28th June

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, forcing blood and skin diseases, scrofulous and glandular swellings, bed legs, rheumatism, pleurisy, eczema, gonorrhea, gonitis or Derraghe Nook, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS: Safe and Reliable.
English Price 2s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by Leading Chemists.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

HEAVY RICE SHIPMENTS.

THROUGH CARGOES LOW.

Inward freights, as shown by the returns during the 24 hours ended at 9 a.m. yesterday, showed an increase over the previous day, but through cargo had decreased.

There were in all 21,171 tons of freights entered. Rice shipments were the heaviest commodity, 9,142 tons being landed here from four vessels. General merchandise totalled 4,680 tons and one steamer discharged 5,540 tons of coal.

Of the general merchandise, the s.s. *Hin Sang*, from Sandakan, contributed 4,039 tons.

General cargo for other ports amounted to 7,445 tons. These were on the manifests of six steamers; the heaviest being 3,331 tons on the s.s. *Tungo Maru*, from Yokohama and Nagasaki.

The arrivals and departures during the period under review were: British, 4 arrivals and 4 departures; French, 3 arrivals and 2 departures; Dutch, 1 arrival; Norwegian, 1 arrival and 2 departures; Japanese, 5 arrivals and 2 departures; Chinese, 1 arrival and 3 departures; American, 1 departure; and Swedish, 1 departure.

The following were the cargo-carriers:

S.S. *Hap Sang* (British) from Canton, 400 tons general for other ports.

S.S. *Hin Sang* (British) from Sandakan, 4,039 tons general for Hong Kong.

S.S. *Chung Shing* (British) from Haiphong, 2,330 tons rice for Hong Kong.

S.S. *Kut Sang* (British) from Kobe and Amoy, 1,910 tons general for Hong Kong and 592 tons for other ports.

S.S. *Hanui* (French) from Haiphong and Port Bayard, 900 tons rice for Hong Kong.

S.S. *Sphinx* (French) from Marseilles and Saigon, 95 tons general for Hong Kong and 1,685 tons for other ports.

S.S. *Angers* (French) from Yokohama and Shanghai, 138 tons general for Hong Kong and 457 tons for other ports.

S.S. *Van Heutz* (Dutch) from Amoy and Swatow, 1,000 tons general for other ports.

S.S. *Dumple* (Norwegian) from Bangkok, 3,394 tons rice for Hong Kong.

S.S. *Shinsei Maru No. 1* (Japanese) from Chinwangtao, 5,540 tons coal for Hong Kong.

S.S. *Tungo Maru* (Japanese) from Yokohama and Nagasaki, 3,331 tons general for Hong Kong and 3,331 tons for other ports.

S.S. *Derwent* (Chinese) from Saigon, 2,412 tons rice for Hong Kong.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Mantua* left Shanghai for Hong Kong on the 21st inst. at 4 p.m., and is due here to-morrow (Friday), at about 9 a.m.

DAILY WATERFRONT NEWS.

ARRIVAL OF NEW-ADMIRALTY TUG.

WARSHIPS DRESSED YESTERDAY.

[BY LONGSHOREMAN.]

Yesterday was the anniversary of the coronation of His Majesty King George V., and following the usual custom, all warships in port were "dressed" and at noon a Royal Salute of 21 guns was fired.

C.P.R. Liner Leaves.

The R.M.S. *Empress of Russia* left Hong Kong yesterday morning for Vancouver, via Shanghai and Japan ports. There were on board about 140 cabin passengers. The next *Empress* liner, the *Asia*, is due here on Monday, bringing mail from Canada, America, Japan and Shanghai and Europe via Siberia.

Home Mails.

Home mail (letters and papers, dated London, May 28th, and parcels of a week earlier) is due to-day on the P. & O. s.s. *Macedonia*. The *Macedonia* leaves port again a few hours later, taking mail for the North and Japan and for Home via Siberia. This mail closes at 5 p.m. to-day. The *Fulda* is due with European mail via Siberia to-morrow, and the Home mail outward via Suez this week-end will be despatched by the P. & O. s.s. *Mantua*, which arrives from the North to-morrow, and leaves port on Saturday. The mail closes at Kowloon at 10.30 a.m. and at the G.P.O. at the same hour.

There will also be a mail despatched for Europe via Siberia on Saturday by the s.s. *Shantung*, the mail closing at 5 p.m. Particulars are given in the latest mail notices of mails due from America and Canada, etc., on the week-end.

The Mail Pennant At Shanghai.

The following Harbour Notification has issued by the authorities at Shanghai for the information of masters:

Masters of vessels arriving at the port of Shanghai, and having mails on board for the Chinese Post Office, are hereby required to hoist the mail pennant or the International Code Pennant "F" at the fore, when the vessel is entering the mouth of the Whangpoo and to keep it flying until the vessel is visited by the Postal Officer at Shanghai.

The object of making the hoist at the mouth of the Whangpoo is to enable the Harbour Master (Wooning) Sigelman to telephone to Shanghai the names of all vessels arriving and carrying mails.

All masters are requested to give the matter their earnest attention.

Chinese Deck Passengers.

There were 2,465 Chinese deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday. These came by nine steamers, and the s.s. *Van Heutz* carried 1,685 emigrants from Swatow and Amoy bound for the plantations in the Straits and Dutch East Indies.

"Ling Nam" Going Into Commission.

The s.s. *Ling Nam* is to be put on a local run shortly, it is understood, in connection with Messrs. Williamson. The *Ling Nam*, it will be remembered, was for a long time lying idle, and Court proceedings were also taken over her, while on several occasions she was put up for auction locally, but without avail.

The ship has been overhauled, particularly in respect of her engines, which were always a difficulty. Riggering and gear has been replaced and the radio installation completely reconditioned. No definite date has been announced for her resumption of duty, but officers have been appointed, the master being Captain E. Jones, well known in local shipping circles.

Admiralty Tug's Trip.

An interesting arrival in port during the last two days has been the Admiralty tug *Alliance*. She came into port on Tuesday after a voyage of over three months from Chatham, which she left as long ago as March 13th. She has called at 14 ports on the way to Hong Kong in order to replenish her coal and general stores. The *Alliance* is a typical Admiralty tug, is a steel screw vessel of 615 tons. She is commanded by Capt. McCutcheon, who was formerly master of the salvage vessel *Racer*, when this craft was engaged in connection with salvage of bullion from the sunken *Laurentic* in the war period. The voyage of the *Alliance* is a fine achievement for a vessel of its class and type, and she arrived here without damage throughout her long, and probably somewhat monotonous trip.

Chemicals And Dangerous Goods.

Chemicals and dangerous goods manifested on some of the vessels arriving here yesterday were the following:—On the s.s. *Sphinx* were 8 cases of chloroform, 4 cases ether and 18,000 kilos carbon. The *Kishu Maru*, from Takao, brought 181 bags of uranium soda, and the *Bingo Maru*, from Yokohama and Moji, discharged 100 cases calcium carbonate and 1,800 cases matches for this port. She also carried 4,702 tons of matches for other ports.

WARSHIPS IN PORT.

Warships in port yesterday were: North Wall-Basin, *Delhi*; South Wall Basin, *Marazion*; East Wall Basin, *Subs. L.3, L.5 and L.19*; North Arm, *Caradoc* and *Curlew*; East Wall Dock, *Wishart*; In Dock, *Titanica* and *Cicada*; Taikoo Dock, *Aphis* and *Fogelove*; Kowloon Dock, *Hawkins*; Buoy 1, *Hermes* (on return); Buoy 4, *Wolverine*; Buoy 6, *Fraser*; Buoy 7, *Delhi*; Buoy 12, *Bluebell*; Buoy 18, *Ruthenia*; Buoy 25, *Kharkov*; Buoy 2A, *Maine*; Oil Fuel Jetty, *Belgo*; Kowloon Anchorage, *Potok*.

SUNRISE AND SUNSET IN HONG KONG.

FOR JUNE, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
June 23rd	5.40 a.m.	7.10 p.m.
" 24th	5.40	7.10
" 25th	5.40	7.10
" 26th	5.40	7.11
" 27th	5.40	7.11
" 28th	5.41	7.11
" 29th	5.41	7.11
" 30th	5.41	7.11

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF TOKIO"	Havre, London, Rotterdam & Hamburg	3rd July
S.S. "CITY OF GLASGOW"	Havre, London, Rotterdam & Hamburg	10th Aug.

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa. Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF CHESTER"	via Suez Canal	14th July
S.S. "CITY OF BEDFORD"	via Suez Canal	14th August

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

S.S. "COMERIC"	via Suez Canal	25th July
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MAURITIUS & SOUTH AFRICA

S.S. "TINHOU"	From Hong Kong	28th July
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Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown. Through Bills of Lading issued to Beira, Quilimane, Tlo, Port Amelia, Mozambique, Ohinde, Inhambane, Zanzibar, Bombay, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply to—

Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, OBYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"MANTUA"	10,944	26th June	Marseilles and London.
"KALWA"	9,135	30th July	Marseilles, London and Antwerp.
"KALYAN"	9,144	16th July	Marseilles, London, Antwerp & Hull.
"ALPORE"	5,273	21st July	Straits and Bombay.
"MACEDONIA"	11,120	23rd July	Marseilles and London.
"NYANZA"	7,023	3rd Aug.	Straits and Bombay.
"KASHGAR"	9,005	8th Aug.	Marseilles, London and Antwerp.
"RAWALPINDI"	16,619	20th Aug.	Marseilles, London and Antwerp.
"DEVANHA"	8,155	3rd Sept.	Marseilles, London and Antwerp.
"MOREA"	10,953	17th Sept.	Marseilles and London.
"KALWA"	9,135	1st Oct.	do.
"MALWA"	10,986	15th Oct.	do.
"KASHMIR"	8,985	29th Oct.	do.
"MACEDONIA"	11,120	12th Nov.	do.
"MONGOLIA"	16,504	28th Nov.	do.
"MANTUA"	10,944	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	3rd July	Singapore, Penang and Calcutta
"TAKIWA"	7,938	12th July	do.
"TILAWA"	10,006	22nd July	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	1st July	Manila, Sandakan, Thursday
"ARAFURA"	6,000	29th July	Island, Townsville, Brisbane,
"TANDA"	6,956	2nd Sept.	Sydney and Melbourne.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MACEDONIA"	11,120	24th June, 6 a.m.	Shanghai, Kobe and Yokohama.
"TILAWA"	10,006	2nd July	Amoy, Moji, Kobe and Osaka.
"ARAFURA"	6,000	5th July	Moji, Kobe, Osaka & Yokohama.
"NOVARA"	6,989	7th July	Shanghai, Moji, Kobe & Yokohama.
"KASHGAR"	9,005	8th July	Shanghai, Moji, Kobe and Yokohama.
"NYANZA"	7,023	8th July	do.
"RAWALPINDI"	16,619	22nd July	Shanghai, Kobe and Yokohama.
"DEVANHA"	8,155	6th Aug.	Shanghai, Moji, Kobe & Yokohama.
"TANDA"	6,956	15th Aug.	Moji, Kobe, Osaka & Yokohama.
"MOREA"	10,953	15th Aug.	Shanghai, Moji, Kobe & Yokohama.
"KALWA"	9,135	2nd Sept.	do.
"MALWA"	10,986	16th Sept.	do.
"KASHMIR"	8,985	30th Sept.	do.
"MACEDONIA"	11,120	14th Oct.	do.
"MONGOLIA"	16,504	28th Oct.	do.
"MANTUA"	10,944	10th Nov.	do.
"KASHGAR"	9,005	24th Nov.	do.
"MOREA"	10,953	10th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,986	7th Jan. 1928	do.
"KASHMIR"	8,985	21st Jan. 1928	do.
"MACEDONIA"	11,120	4th Feb. 1928	do.
"KASHMIR"	8,985	18th Feb. 1928	do.
"MANTUA"	10,944	26th Feb. 1928	do.
"MONGOLIA"	16,504	17th Mar. 1928	do.
"MOREA"	10,953	30th Mar. 1928	do.

